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**Maintenance-Engineering and Supply**

**RECLAMATION OF USAF PROPERTY**

The Department of Defense Reclamation Program is prescribed by DODD 4160.26 and implemented by chapter V of DOD 4160.21-M. The basic Air Force responsibilities for reclamation of USAF property are set forth in AFM 67-1, volume VI, chapter 6. This regulation provides implementing instructions for identification of reclamation requirements, establishes programmed and nonprogrammed reclamation projects, preparation of save lists, condition inspection of recovered parts, and other functions related to reclamation of Air Force materiel. This regulation doesn't apply to US Air Force Reserve units or members.

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## Chapter 1

## GENERAL INFORMATION AND RECLAMATION CRITERIA

**1-1. Definition and Background:**

a. Reclamation is the removal of needed components from end items and recoverable spares that are either beyond economical repair or excess to Department of Defense (DOD) requirements, the return of the recovered components to the supply system, and the disposal of residue. Don't confuse it with cannibalization, rob-backs, or serviceable/unserviceable swap-outs covered by AFLCR 66-53 that anticipates ultimate replacement of the removed item.

b. Attachment 1 provides the definitions for the terms and acronyms used in this regulation.

c. Attachment 11 lists all RCS reports associated with the reclamation program.

**1-2. General Guidance:**

a. DOD policy requires satisfaction of all DOD needs for a weapon system, end item, or recoverable spare before release of such items for reclamation. To preclude extended screening, the disposition of an item is controlled by an appointed primary inventory control activity (PICA), or an integrated materiel manager (IMM) that exercises wholesale logistics management of the item in support of total DOD requirements.

b. Use reclamation as a source of assets to meet current requirements whenever it is timely and economical to do so.

(1) Current requirements are those within the Approved Force Acquisition Objective (AFAO). Consider reclamation to meet or reduce requirements to buy or repair items that are available as components of excess assets.

(2) Also use recovery of components from excess or condition condemned assets to meet erratic needs for insurance nonstocked structural components.

(3) Consider all appropriate expense factors (condition inspection, repair, packaging, transportation, etc.) in the cost of reclamation. If intermediate shipment and handling of the removed asset for further disassembly or inspection is necessary, consider these costs also.

(a) Don't use cost considerations to limit reclamation when new procurement of the recovered component is impractical.

(b) Use reclamation in preference to new procurement when the total cost to remove, re-

pair, and ship the recovered item doesn't exceed 75 percent of the current cost of procurement.

(c) You may use reclamation to offset scheduled repair requirements if the cost to remove and condition check sufficient assets to meet the serviceable requirement doesn't exceed the standard cost of repair.

c. Don't use reclamation to recover assets which are available in long supply from another service in sufficient quantity to meet Air Force needs.

d. Base reclamation on the DO67 products that reflect the latest requirements computation. Consider for recovery only items for which valid requirements exist. Use the following criteria to select these items and determine the maximum quantities of each to be recovered:

(1) Base reclamation on the criteria in paragraph 1-2b, but once initiated, consider, as fully as possible, requirements for all subassemblies and components of the units being reclaimed. When establishing scheduled reclamation projects, the failure to recover all needed assets during the initial teardown could result in the need for costly multiple processing of the end items.

(2) Don't consider for reclamation parts that have high replacement rates during overhaul unless recovered from the end item known to be in new or excellent condition.

(3) Accomplish reclamation at the highest indenture for which a need exists. When considering the removal of parts, be careful not to destroy an intermediate assembly that might be reclaimed in serviceable condition to offset the repair requirement that created the need for the parts. It wouldn't be cost effective to recover components from potentially serviceable assemblies for the repair of a similar assembly.

(4) Consider the total quantity of reparable assets already in the system in determining the quantities of an item to be recovered from reclamation. If a reparable backlog exists, a careful review is essential to determine that facilities, resources, and spare parts will be available for repair of the anticipated returns from reclamation, as well as reparable assets already in stocks.

e. Reclamation is considered depot level maintenance and as such must be accomplished contractually, interservice, or organically with-

in the depot maintenance service, Air Force industrial fund (DMS, AFIF) under the procedures of AFLCR 66-8, AFLCR 66-9, and other regulations applicable to the DMS, AFIF. The system program managers and inventory management specialists (SPM/IMS) are responsible for the development and justification of depot purchased equipment maintenance (DPEM) requirements and overseeing accomplishment of the program. The production management specialist (PMS) buyer is responsible for negotiating funded requirements for workloading within the DMS, AFIF. AFLCR 66-40 provides guidance in DPEM management.

### 1-3. Specific Reclamation Criteria:

a. Items with expendability, recoverability, repairability category (ERRC) codes of XD1 or XD2:

(1) If the recovered items are expected to be found serviceable when inspected at either the reclaiming activity or at an appropriate technology repair center (TRC), reclaim enough assets to satisfy all registered requirements up to the gross retention level. Use this criteria carefully to make sure assets recovered are in fact serviceable and don't generate repairable excesses and disposal actions when returned to the supply system.

(2) If the items are expected to be in repairable condition, reclaim enough assets to satisfy all registered requirements up to half the minimum retention level. Shelf-life and other items, which should be processed through maintenance inspection regardless of the condition code (R or F) assigned by the reclaiming activity, also fall under this criteria.

b. Accept Items with ERRC designators of XF3 and XB3 only in serviceable condition and recover in enough quantities to satisfy all registered requirements up to the maximum retention level. If any refurbishment is required, consider the cost in relation to the cost of the item. Recover repairable XF3 and XB3 items only if they can be economically repaired, are in critical status, or if new procurement is impractical.

c. Recover items known to be unavailable from commercial sources in sufficient quantities to satisfy all anticipated requirements without regard to ERRC designator or cost of reclamation. This is essential in support of obsolete aircraft or technologies, as reclamation is often the only source of support during the phase out or conversion period.

### 1-4. Use of Condition Code:

a. Identify stock listed assets, held solely for recovery of usable components, as Condition Code "P" to prevent inappropriate stratification of the assets. Review and validate all assets held in this condition code every 90 days.

b. For intra-Air Force use, Condition Code P is defined as excess, obsolete, repairable, or condemned materiel held for demilitarization, declassification, or reclamation before disposal action.

c. Normally condition code "P" will be assigned only to items for which an AFLC Form 206, Temporary Work Request, has been prepared to accomplish the required reclamation, demilitarization, or declassification. However, in certain instances, you may assign condition code "P" to items that need to be held for future reclamation. These are usually large bulky items, which are the only source of supply for the components, and the components are in many instances, nonstocklisted. Each item transferred to condition code "P" for future reclamation, must be justified according to AFLCR 57-19.

d. AFM 67-1, volume III, part three, chapter 2, and AFM 67-1, volume III, part one, chapter 9 contain other references to condition code "P".

### 1-5. Critical Items:

a. You may get items in critically short supply from reclamation without consideration of the cost of recovery if essential mission support is assured. Use this provision for true asset shortages only and not to cover maldistribution, repair delays, or similar deficiencies.

b. The inventory management specialist (IMS) makes sure that all critical items are requested as priority reclamation and included on save lists (including mini save list) when appropriate.

c. You may request critical items, regardless of the ERRC designation, in any condition if the IMS or equipment specialist (ES) determines that parts from several like items can be assembled into usable assets.

### 1-6. Selection of Components for Recovery:

a. Major systems and end items, identified by mission, design, and series (MDS) or standard system designators (SSD) rather than national stock number (NSN), are authorized and distributed according to force planning documents. When such items are determined to be excess to DOD needs, the system program manager

(SPM) will request the air logistics center (ALC) reclamation program control officer (RPCO) and HQ AFLC reclamation program manager (RPM) to initiate a reclamation project.

(1) The RPCO determines if there is a current save list (not over 1 year old) that is adequate for the project. If none, the RPCO requests the HQ AFLC RPM to interrogate the DO41 for reclamation requirements.

(2) The HQ AFLC RPM queries the DO41 requirements system by MDS or SSD for DO67 reclamation requirements products.

(a) Using configuration and requirements data resident in the system, the DO41 outputs tapes to each ALC listing components of the reclamation candidate in NSN sequence by IMS code.

(b) The DO41 tapes identify cataloged investment items potentially available from reclamation of the excess MDS at the highest indenture with either a buy, repair, or budget year requirement. If none, it shows the highest out-year requirement.

(c) Comparable tapes for other services and DOD agencies are generated concurrently in document identifier code (DIC) JRA format (attachment 9). They are then forwarded through The Defense Automatic Addressing System (DAAS) to the reclamation control point in each of the other services and the Defense Logistics Agency (DLA) for determination of their requirements. The services and DLA submit their requirements to the SPM or the Aerospace Maintenance and Regeneration Center (AMARC) on DD Form 1348-6, DOD Single Line Item Requisition System Document, for inclusion in the save list.

(3) The RPCO at each ALC makes a similar inquiry of the DO62 EOQ Requirements system using the same reclamation control number to determine if any consumable items are potentially recoverable.

(4) The DO41 and DO62 tapes are overlaid to produce the DO67 Reclamation Requirements Products. The scheduled requirements computations of the DO41 and DO39 also identify stock numbered recoverable spares and end items that are potentially excess and eligible for reclamation.

#### **1-7. Programmed Reclamation Projects:**

a. Schedule reclamation with the total number of units to be reclaimed, with the supporting tooling, equipment, data, and skills concentrat-

ed at a central location for planned and scheduled production. Exceptions are crash damaged or condition condemned aircraft and engines, or when the total number of similar units is small, usually five or fewer aircraft, which may be reclaimed in place on a nonprogrammed basis.

b. Normally AMARC accomplishes programmed reclamation of aircraft under a reclamation project control number, assigned by AFLC LOC/XOYS-AVDO, identifying by serial number the aircraft authorized for reclamation by HQ USAF. AMARC also provides interservice and interagency reclamation of aircraft under terms of the interservice support agreement (ISA). This is negotiated between the military services, the DLA, the Coast Guard, and other federal agencies that choose to participate. (See chapter 2.)

c. Aircraft engines may be reclaimed using either the TRC resources at OC-ALC or SA-ALC or the facilities of AMARC. The engine manager (EM) and AFLC LOC/PN determines when spare engines are eligible for reclamation and assign engine reclamation control numbers as needed. (See chapter 4.)

d. All military services and DLA centers participate in programmed reclamation projects when their requirements for components can be established before or during the life of the project. The requiring activity repays the reclaiming facility for expenses identified to the removal, inspection, and shipment of their items.

#### **1-8. Contract Reclamation:**

a. Data Item Description DI-L-3309A/AFR 310-1/AFLC Sup 1 applies to reclamation by contract. Terms and conditions of the contract provides that enough copies of the save list be furnished the contractor for quarterly submission of a copy annotated with the number of end items reclaimed, and the number and condition of the parts recovered during the quarter. Prepare the save lists in advance with enough detail that requires only a manual notation of quantities and condition codes.

b. The contractor annotated lists must be submitted to the monitoring control point designated in the contract, who makes further distribution as desired.

#### **1-9. Processing Condition Code Items:**

a. Condition code "R" identifies recovered items that require further inspection or test to determine the correct military standard transaction reporting and accounting procedures

(MILSTRAP) condition code. Use this code when the reclaiming activity lacks facilities, equipment, skills, or authority to verify the serviceability of returns from reclamation. However, assign condition code "F" if the item is obviously unserviceable and is acceptable in that condition.

b. Upon receipt of condition code "R" assets, the IMS will initiate an AFLC Form 206 according to AFLCR 66-67, chapter 3. It will cite job designator "J" for condition determination only, and require feedback reporting by maintenance. The IMS uses the RCS: LOG-MM(M) 8603, Reclamation Requirements Status Report, to project anticipated receipts and amend the AFLC Form 206 when necessary.

c. Return serviceable items to stock for use. Return investment items determined to be unserviceable to stock in condition code "F". These items are subject to management of items subject to repair (MISTR) procedures and workload negotiations with depot maintenance. For needed repair or reconditioning for EOQ items, the IMS submits an AFLC Form 206, as prescribed by AFLCR 66-60.

d. Consider the condemnation rates on items recovered under "R" condition codes to determine the cost effectiveness of including the item on later save lists.

#### **1-10. Recording Due-Ins from Reclamation:**

a. All items to be recovered from programmed reclamation projects, especially those for aircraft and aircraft engines, must be recorded in the J041 due-in system. As nonprogrammed reclamation normally doesn't involve enough end items to project reliably the number of assets that may be found in usable condition, the IMS decides whether the expected returns should be recorded as due-in.

b. The IMS maintains AFLC Forms 318, Item Contracting History Record, according to AFLCR 67-13.

c. When the items are initially requested from programmed reclamation, record a memorandum due-in on the AFLC Forms 318. Don't enter in the J041 until thoroughly reviewing the forms and establishing the formal save list. For reclamation performed at AMARC, their Reclamation Requirements Status Report,

RCS: LOG-MM(M) 8603, covered in paragraph 2-14:

(1) Reflects the initial establishment of the save list with expected returns in part I. The Materiel Utilization Control Office (MUCO) uses this as authority to establish the J041 record.

(2) Records the actual results of the program in part II. The responsible personnel must purge all remaining quantities (i.e., assets condemned or not found) from the J041 system within 60 days of receipt. AMARC prepares the RCS:LOG-MM(M) 8603 report according to paragraph 2-14.

d. Identify the minimum acceptable condition for the recovered items on the reclamation request. In addition, the IMS and ES uses past reclamation experience, maintenance condemnation factors, and knowledge of the equipment being reclaimed, to make a "best judgment" proration of the actual condition expected for assets from the project. Input separate MEA transactions to the J041 to identify the due-ins by the condition code actually expected. If there is not enough data available for a reasonably reliable proration by condition code, record the entire quantity on the save list under the lowest condition code acceptable.

**1-11. Demilitarization/Declassification of Reclamation Residue.** Advise the reclaiming activity of any classified and hazardous materials in the reclamation residue. Dispose of hazardous property according to AFM 67-1, volume VI, chapter 10 and chapter 3, and all state and local regulations. For engines and other end items, incorporate the necessary demilitarization or declassification in the AFLC Forms 206. At AMARC develop demilitarization for aircraft according to AFLCR 65-16. Demilitarization requirements for aircraft at other locations will be provided by AMARC/MAF upon request.

**1-12. AFLC Reclamation Work Group Meetings.** The HQ AFLC RPM and the RPCO of each of the ALCs and AMARC will make up a work group to resolve reclamation problems, coordinate efforts, and update regulations. The group meets at least annually, and more frequently if necessary.

## Chapter 2

## PROGRAMMED RECLAMATION OF AIRCRAFT

**2-1. Background and Policy:**

a. Aircraft, like other major weapons systems, are authorized and distributed according to the force planning documents of the Air Staff. They are identified by MDS rather than the NSN assigned to spares and supplies stocked and distributed through the logistics system.

b. HQ USAF/PRPFI exercises direct surveillance of all aircraft assignments and allocation. The accountable records are maintained by individual serial number in the Aerospace Vehicle Distribution Office (AVDO) located in AFLC LOC/XOYS-AVDO.

c. All defense requirements for the complete aircraft must be considered before it can be reclaimed. Typically, as an aircraft is phased out, those excess to the active and reserve forces are transferred to AMARC for storage and possible contingency or mobilization use. The Air Staff, with the aid of AFLC system and program managers, considers other potential uses including needs of other services, conversion to other essential missions (e.g., drone programs, etc.), foreign military sales (FMS), museum display, etc., before authorizing reclamation.

d. Essential service needs for components and parts must be met before donating or disposing of the aircraft. However, concentrate recovery of the parts in as few aircraft as practical to preserve the value of the remaining aircraft for other use or sale.

**2-2. Processing of Excess Aircraft:**

a. AFLC LOC/XOYS-AVDO assigns excess aircraft, transferred to AMARC, to a storage or reclamation project. This notification is sent to the SPM, AMARC, the RPCO at each ALC, and the RPM at HQ AFLC.

b. Attachment 10 identifies the storage and reclamation codes in the following categories:

(1) Inviolable. Aircraft to be held intact against potential use, possibility of conversion, diplomatic negotiations, etc., and identified by a prefix of STS in the storage project control number.

(2) High Probability of Withdrawal. Aircraft with potential contingency, mobilization or conversion use and identified by a prefix of STV in the storage project control number.

(3) FMS Requirements. Aircraft excess to Air Force needs, but held pending FMS negotia-

tions and identified by a prefix of STT in the storage project control number.

(4) Excess. Aircraft held pending reclamation or other disposition and identified by a prefix STX in the storage project control number.

c. Aircraft may be flown directly from their former duty base and assigned immediately to a reclamation project, or transferred from any of the storage projects to a reclamation project at the direction of the AVDO.

(1) The quantity of aircraft on a reclamation project normally will not be adjusted by more than five after the save list is completed.

(2) Aircraft may be selectively transferred from a storage project to reclamation insurance type (RIT) status if the MDS is still being supported in the active inventory and no additional excesses are anticipated.

(3) If the total number of aircraft is five or less and no additional excesses are anticipated in the near future, they may be assigned directly to RIT status if the active inventory still supports that MDS.

d. Upon notification that aircraft are to be transferred or received on a reclamation project or in RIT status, AMARC:

(1) Transfers the aircraft to the Air Force special defense property disposal account (AFS-DPDA) according to AFLCR 65-16.

(2) Prepares the engine reports required by AFM 400-1 to drop accountability of the engines installed on or obligated to the aircraft.

(3) Provides the RPCO at each ALC a copy of the AMARC work assignment directive, as soon as it is prepared, showing the serial numbers of the aircraft on the project.

(4) Reproduces and provides each RPCO one copy of AMARC Form 9A, Aircraft Configuration Checksheet, for each aircraft on the project.

**2-3. Identification of Installed Engines:**

a. When a reclamation project is established, the RPCO of OC-ALC or SA-ALC, as appropriate, advises the EM of the project number, the MDS, and quantity of aircraft involved.

b. The EM at AMARC researches the aircraft and engine records of the newly assigned project and provides the ALC EM a letter, subject: Data for Engines Installed on Excess Aircraft, RCS:

LOG-MM(AR)7759, with the following information:

- (1) Project number.
- (2) Aircraft serial numbers.
- (3) Date aircraft arrived at AMARC.
- (4) Serial numbers of engines installed or obligated to each aircraft.
- (5) Operating hours since overhaul for each engine.
- (6) Position number of each engine if more than one is installed. Forward copies to the RPCO of OC-ALC or SA-ALC, as appropriate, and to AFLC LOC/PN.

c. Upon receipt of the above report, the ALC EM:

(1) Makes a preliminary survey to determine if the engines are likely to be required when routine reclamation is scheduled. If so, the EM must take action to have suitable containers available at that time. Engines will be recovered before the scheduled reclamation only to satisfy priority requisitions.

(2) Keeps the information for use when AFLC Forms 284, Reclamation Requisition, are requested, and for any priority requests that may occur in the interim.

#### 2-4. Priority Reclamation:

a. Parts may be recovered from any aircraft held at AMARC to fill urgent requirements that can't be met from other sources in a timely manner. When the asset is available only from an aircraft in inviolate, hold, or contingency storage, it is considered a "Priority Removal" to be processed according to AFLCR 65-9. Excess Aircraft (i.e., those assigned STX, RS\_ , or RIT status codes or transferred to the Defense Reutilization and Marketing Office (DRMO)) are the preferred source and are processed under this regulation as "Priority Reclamation."

b. The IMS uses information on aircraft availability from the Reclamation Requirements Status Report, RCS: LOG-MM (M) 8603, the AMARC Aircraft and Missile Activity and Status Summary Report, RCS: LOG-MM(M) 7148, and notices of project assignment by the AVDO to request priority removals and reclamation. The requests must be routed through the airframe SPM for approval before submission to AMARC/DSER for action.

c. Use priority reclamation whenever routine scheduled actions fail to meet the required date of the request, the need was not anticipated in the original save list, or to recover assets from RIT, DRMO, or previously reclaimed air-

craft. Categorize and process priority reclamation as follows:

(1) Category A. Assets needed for support of valid priority 1 requisitions will be requested by telephone to AMARC/DSER. Also, use telephone calls for MICAP requirements, but hold to a minimum and confirm by teletype as soon as possible. Submit other priority 2 through 9 requirements by teletype in the format given in attachment 2. AMARC must initiate action immediately, however the location, recovery, test, and shipment of an acceptable asset requires 10 days for assured delivery.

(2) Category B. Assets needed for support of all other valid requirements that can't be met by programmed reclamation may be submitted by mail in the format of attachment 2. Don't use Category B requests when routine scheduled reclamation will suffice. These can be useful for filling backorders when the required delivery dates can't be met from scheduled due-ins, or for manager review code L, F, or E items (see AFM 67-1, volume III, part three, chapter 11). AMARC must schedule these requests to assure delivery within 60 days.

d. If AMARC personnel suspect an abuse of the priority system, they may challenge the ALC involved. Contacts should begin between division chiefs but may be elevated through command channels if the problem can't be resolved to their mutual satisfaction. Problems that can't be resolved between the Commander of AMARC and the D/MM of the ALC, will be referred to HQ AFLC/MM.

#### 2-5. Identification of Requirements:

a. The HQ AFLC RPM queries the DO41 Requirements System for reclamation requirements for investment spares by aircraft MDS approximately 4 months before reclamation is scheduled to begin. The D067 products identifying potential yield from the project will be output as described in paragraph 1-6.

b. When the inquiry is made, the HQ AFLC RPM alerts all ALC RPCOs to prepare for the project and to expect a tape output by the DO41 listing the preliminary candidates for recovery.

c. The RPCO at each ALC makes a similar inquiry of the DO62 EOQ Requirements System using the same reclamation control number.

d. The tapes from the D041 and D062 inquiries must be overlaid to the D067 system to generate the reclamation products identified in this regulation.



**2-6. Preparation of Reclamation Requisitions (AFLC Forms 284):**

a. The RPCO at either OC-ALC or SA-ALC advises the ALC EM as soon as they receive the reclamation project.

(1) The EM determines if the installed engines should be recovered as spare engines or reclaimed for their components.

(2) If the engines are to be reclaimed, request a save list for engine parts through the same channels used for aircraft.

b. The D067 tapes will be printed in three part listings upon receipt. The RPCO keeps one copy for control and forwards the other two to the inventory manager reclamation requirements control officer (IMRRCO) for distribution to the proper IMS for review and annotation.

c. The RPCO.

(1) Prepares any special instructions to include any restrictions, conditions, and deadlines pertinent to the project and forwards them to the IMRRCO along with the following:

(a) A copy of the AMARC work assignment directive (see paragraph 2-2d(3)). If not available, the RPCO must request one from AMARC/XRW and forward copies to the IMS upon receipt.

(b) An AMARC Form 9A for each aircraft assigned to the project which identifies any installed equipment not shown in the standard parts breakout. Reproduce this form and distribute to the IMS and EM, as needed, to help in identifying components not shown in the preliminary listings.

(2) Maintains surveillance of actions by the IMRRCO and IMS in reviewing the D067 listings, provides help and clarification as needed, and ensures timely preparation of the AFLC Forms 284. Preparation of AFLC Forms 284 will be according to attachment 3.

(3) Receives the completed forms and makes sure the information is complete and accurate.

(4) Batches, sequentially numbers, and forwards the completed forms to AMARC. Depending on the number of items involved, you may forward the forms in weekly increments with the numbering continuing in sequence from week to week. Send with each batch an index cross-reference from serial number to NSN. AMARC must review and advise of any missing forms for resolution or resubmission.

d. The IMRRCO.

(1) Sends the preliminary reclamation requirements listing from the D067, the RPCO

instructions, the work assignment directive, and the AMARC Form 9A to the IMSs or EMs involved for annotation of the listing.

(2) Oversees, advises, and assists the recipients with their identification of requirements and annotation of the listings.

(3) Makes sure the D067 listing is correctly annotated and the IMS prepares the AFLC Forms 284 and returns them to the RPCO by the required date.

(4) Keeps the coded copy of the D067 listing for control and audit use.

e. The ALC EM makes the final determination on the need to keep the engines as spares. If the Air Force doesn't need the complete engines, consider the requirements of the other services either from the latest aircraft engine data interchange (see DOD 4160.21-M, chapter V, and AFM 400-1, chapter 6) or by direct contact with the EMs of other services. The information provided by the AMARC EM (paragraph 2-2b) must be made available to their EMs also.

(1) If the Air Force or others require the complete engines, the Air Force EM prepares an AFLC Form 284. If a partial quantity is to be recovered based on engine hours, the qualification must be noted on the AFLC Form 284.

(2) The EM determines if installed engines not needed as spares are to be reclaimed for parts. If so, the EM must further determine if AMARC resources are adequate to recover the engine components or if depot level facilities are needed. If depot level facilities are needed, prepare AFLC Forms 284 for the removal and shipment of the complete engines.

(3) The AMARC and ALC EMs negotiates the availability of engine shipping devices in time to meet the aircraft reclamation schedule.

(4) AMARC is not intended for extended storage of aircraft engines. Complete engines may be held pending negotiation of overhaul or reclamation contracts, or for shipment as a serviceable or reparable spare. If shipping instructions aren't received within 6 months following completion of the reclamation project, AMARC must contact the engine ALC. If a mutual agreement can't be reached on further retention of the engines at this level, complete details must be provided AFLC LOC/PN Propulsion Systems for resolution.

f. The Component IMS receives the D067 requirements listing from the IMRRCO and prepares the necessary AFLC Forms 284 by:

(1) Review of D067 product, the AMARC Forms 9A, and commodity knowledge to deter-

mine requirements and acceptable conditions for items potentially available from the project.

(2) Research, as needed, to identify requirements for items not included on the DO67 product. Information on limited applications of components or accessories within an MDS annotate by serial number in the remarks (block 1) of the AFLC Form 284.

(3) Route the form through the ES for entry of technical instructions and inspection criteria used by the reclaiming activity.

(4) Upon completion of the AFLC Forms 284, annotate the preliminary DO67 products to show action on each item listed as follows:

(a) NR - No requirement, decision contrary to the data product.

(b) NER - Not economically reclaimable.

(c) HAR - Higher assembly reclaimed, component not available.

(d) E - Error in the data product.

(e) 284 - AFLC Form 284 for recovery of assets prepared.

(5) Forward the completed AFLC Forms 284 and the annotated DO67 listing to the ALC RPCO through the IMRRCO.

g. The ES receives the AFLC Forms 284 initiated by the IMS and must:

(1) Review them against the appropriate -21 technical order (TO) and the tentative DO67 listing to make sure that each asset needed and potentially available was considered.

(2) Enter the aircraft or engine TO figure and index location of the asset to be recovered on the project. For lower indentured items, show the appropriate illustrated parts breakdown (IPB) including figure and index.

(3) Determine if the published inspection criteria is suitable for the reclaiming activity to use and enter the TO and paragraph number on the form. If the published guidance is inappropriate or impractical for the facilities and skills available at the reclamation site, the ES must develop supplemental instructions as concisely and descriptively as possible.

(4) Recovered assets, particularly nonfunctional items, may not conform to the accepted appearance of serviceable items, yet perform satisfactorily. When such conditions exist, the ES must be as specific as possible in describing standards of acceptability.

(5) Assign the appropriate level of inspection code: A, R, or M.

(6) Keep a file of the completed forms for reference and use if the item should appear on later reclamation projects.

h. AMARC.

(1) Reviews the availability of tooling, publications, or special equipment upon receipt of the initial notification authorizing a reclamation project. They must take action to acquire the needed additional tools, data, or equipment as specific reclamation requirements are identified.

(2) Provides the RPCOs a listing, updated annually, of test equipment available at AMARC. The ESs use this listing to help in determining the level of inspection codes assigned items selected for recovery. (Exempt from reports control according to AFR 700-11, paragraph 2-3a.)

## **2-7. Changes to Reclamation Requirements:**

a. Update, when necessary, the established reclamation requirement to prevent loss of needed assets or potential waste of reclamation resources. Revised requirements computations, unanticipated demands or unexpected return of assets from the field are situations that could cause changes to a reclamation program.

(1) The IMS advises the RPCO through their IMRRCO when the need is apparent. The RPCO sends a message or letter to AMARC. Use phone contact if the urgency warrants, but confirm in writing as soon as possible.

(2) The addition of new items to a save list requires the preparation of an AFLC Form 284. When the aircraft have already been input for reclamation, process quantities needed from those aircraft, in work or completed, as a category B priority reclamation.

(3) Reductions and deletions from projects already in work will require disposition instructions for those assets already removed. You may authorize disposal for those assets that exceed the revised retention level.

b. Hold the number of changes to a minimum after the AFLC Forms 284 have been processed. Use the following criteria:

(1) Add new items or quantities for R3 or higher requirements only. Don't add when the stock position exceeds the budget year requirement, even though stocks don't meet the retention segment.

(2) Don't delete items or reduce quantities unless a later computation shows the quantity requested or recovered are excess. If quantities are reduced or deleted, provide, concurrently disposition instructions for any recovered assets on hand at the reclaiming activity.

c. Changes submitted to AMARC will appear in the first RCS: LOG-MM(M)8603 report prepared after they have processed the request.

d. If you can't identify the item found as interchangeable or substitutable for the one expected, the reclaiming activity must contact the IMS by message to confirm its acceptability, and a reply made to AMARC within 6 days. If a followup is necessary, direct it through the RPCO. Add acceptable items to the save list as interchangeable with the one requested.

**2-8. Shipment of Recovered Assets.** Items recovered through programmed reclamation ship priority 13 to the destination given on the AFLC Form 284. For economy expected in bulk shipments you may accumulate the items for a period not exceeding 60 days.

**2-9. Reclamation Insurance Type (RIT) Aircraft:**

a. RIT aircraft are held as a source of major structural components, other items not normally stocked as spares, additional spares to meet unanticipated program changes, or out of production parts for older MDSs. Hold only a limited number of aircraft in RIT status.

b. The SPM identifies the quantity of aircraft by MDS to be placed in RIT and submits a request for approval through the AFLC LOC systems control officer (SCO). Normally, aircraft are not placed in RIT while others of the same MDS are on or scheduled for program reclamation. You may hold these aircraft until completion of the project.

c. HQ USAF/PRPFI may designate aircraft directly to RIT when the limited number of aircraft of that MDS (either available or to be supported) wouldn't justify establishment of a reclamation project.

d. AMARC conducts a thorough examination of all aircraft held in RIT status at least twice a year. Report those that have been so extensively reclaimed that they no longer serve the purpose to the SPM by MDS and serial number for disposition, or justification for further retention. Refer to the AFLC RPM any differences concerning the disposition or retention that can't be resolved between AMARC and the SPM.

**2-10. Recovery of Additional Components After Completion of Programmed Reclamation:**

a. Request as priority reclamation, requirements for recovery of components that generate

after completion of programmed reclamation projects, as specified in paragraph 2-5.

b. When unanticipated requirements arise that result in many such requests against previously reclaimed aircraft, you may establish an additional programmed project subject to the approval of the HQ AFLC RPM. This requires a new project number and preparation of AFLC Forms 284 in the same manner as the original project.

c. Recovery of items from aircraft or carcasses already transferred to the DRMO is possible. This involves problems of ownership and possible changes to offerings for bid, and requires DRMO approval.

**2-11. Preserving the Remainder of the Aircraft:**

a. Reclaim with care aircraft to be placed in RIT, reused for static display, ground training or similar purposes, or that would be commercially salable afterward. Recover components with as little damage to surrounding areas as possible. Store items, removed to provide access, with the aircraft when moving it to RIT or the DRMO area.

b. The United States Air Force Museum (USAFM/PC) coordinates the recovery and return of essential assets from aircraft transferred to its program by HQ USAF/PRPFI. Paragraph 3-4 covers the reclamation of museum and other display aircraft.

**2-12. Intermediate Level Repair at AMARC.** If able, AMARC personnel may perform intermediate level repairs on reclaimed items if the repair would restore the assets to serviceable condition.

**2-13. Reclamation Projection Report, RCS: LOG-MM(M)7147:**

a. AMARC prepares a monthly forecast of aircraft scheduled for processing through reclamation. The report will be as of the last workday of the month and must be in distribution to HQ AFLC/MMIII, the ALCs (MMM), and other customers who have registered requirements against each reclamation project by the 15th calendar day of the following month.

b. Attachment 5 shows the report format and detailed description of its use.

**2-14. Reclamation Requirements Status Report, RCS: LOG-MM(M)8603:**

a. AMARC prepares the monthly report described in attachment 7 for distribution within 15 days. The report must be dispatched to HQ AFLC/MMIII, the managing ALC, and customers who have registered requirements against each reclamation project. It consolidates the AFLC Forms 284 prepared by the ALCs after review, reconciliation, and input into the AMARC data system. This results in a consolidated save list for each reclamation project broken out by service, ALC, MDS, and NSN.

b. The reports reflect each item on programmed reclamation at AMARC.

(1) Part one lists each item active at the beginning of the reporting period. It lists the potential yield available with the quantities removed, shipped, condemned, or not found during the month.

(2) Part two is prepared when the project is completed and summarizes total project activity.

(3) Part three lists a cumulative record of shipments against the projects.

c. The IMS uses the report to establish and adjust the due-in from reclamation file. (See paragraph 1-10.)

d. Attachment 7 gives the format and explanation of entries of this report.

**2-15. AMARC Aircraft and Missile Activity and Status Summary Report, RCS: LOG-MM(M)7148:**

a. AMARC prepares a monthly report depicting the activity and status of aircraft, engines, missiles, and C-E systems on hand by MDS or SSD and storage, reclamation, or other project assignment.

b. The IMS uses the report to identify possible sources for priority reclamation; the staff throughout AFLC uses it for reference data.

c. Attachment 6 gives the format and detailed description of its use.

## Chapter 3

## NONPROGRAMMED RECLAMATION OF AIRCRAFT

**3-1. Use of Nonprogrammed Reclamation.** Nonprogrammed reclamation of aircraft corresponds closely with other reclamation actions except that the aircraft aren't necessarily transferred to AMARC or other centralized facilities for production line processing. Use it for:

a. Uneconomically reparable aircraft processed according to TO 1-1-638 and AFM 67-1, volume VI, chapter 9.

b. Small numbers of excess aircraft (usually an MDS totaling five or fewer aircraft) that are reclaimed in place when the cost of transporting them to a site for programmed effort is prohibitive.

c. AMARC also may perform nonprogrammed reclamation on similar small quantities of aircraft from storage. (However, use AFLC Forms 284 to ease internal processing at AMARC.)

d. Reclamation limited by plans to use the aircraft later for museum or other display, conversion to ABDR or ground training, or for FMS.

e. Aircraft which must remain intact in order to be flown to the site of future use (e.g. display, ground training, etc.) before removing the recoverable components.

**3-2. Preparation of Nonprogrammed Save Lists:**

a. A nonprogrammed save list differs from a programmed save list in that the use of an AFLC Form 285, Reclamation Save List, permits consolidation of the potential yield from a given reclamation project.

b. The SPM researches the files upon the approval of a nonprogrammed project to determine if a comparable MDS appeared on the RCS: LOG-MM(M) 8603 report within the preceding year. If so, the SPM screens the report to select those recoverable items whose requirements exceeded the quantity available on the earlier project. The unsatisfied needs may be used as the basis for the new project.

c. The SPM exercises judgment based on aircraft condition, location, and related considerations to select the range of items to be included in the save list. The SPM determines the degree of participation by component item managers and other services.

(1) Normally, limit nonprogrammed recovery to critical and high unit cost items in a buy position. Items having lower priority needs or lesser costs must be critically evaluated by total costs to reclaim, refurbish, and ship. Consider the accessibility of components and capabilities of the reclaiming activity in context with the need.

(2) You may accomplish nonprogrammed reclamation against any current (i.e., less than 1 year old) save list for the basic MDS involved with adjustments for the number and condition of aircraft on the project and capability at the reclaiming site.

(3) The SPM makes a request through the RPCO at each ALC affected, if the IMS review of component requirements is desired. Request DO67 products and distribution (see paragraph 1-6) through the HQ AFLC RPM when current save lists aren't available.

(4) When requesting assistance from other ALCs, the SPM and his RPCO will prepare a joint message to all AFLC activities involved. It must provide all significant information to include MDS and number of aircraft involved, general condition (crash damaged, etc.), reclamation site, limitations or special qualifications on assets to be recovered, need for interchangeability and substitutability (I&S) data, and special packaging requirements. The message must allow a minimum of 6 weeks from its dispatch date for the submission of nonprogrammed save list requirements.

(5) Preparation of nonprogrammed reclamation requisitions will be according to attachment 4.

**3-3. Recording Nonprogrammed Reclamation.** The component IMS reports the total number of line items and the aggregate dollar value placed on save lists each quarter. Make this report through the IMRRCO to the RPCO for inclusion in the Materiel Utilization Control Office Status Report, RCS: LOG-MM(AR) 8501. As the few aircraft involved in nonprogrammed reclamation won't permit a reliable estimate of actual yields, don't formally record them in the due-in records.

**3-4. Museum and Display Aircraft:**

a. When HQ USAF/PRPFI offers aircraft to the USAF Museum Program, the USAF Museum should be advised of the scope of any save list that applies to the aircraft so they may determine its suitability for exhibit. Aircraft lose their value as displays when too thoroughly reclaimed and may be rejected before transfer when this condition is known in advance. To make the most effective use of an individual aircraft, the museum agent may negotiate either a blanket or an item by item exemption from the save list with the SPM or RPCO.

b. Aircraft assigned to the USAF Museum Program for display at the USAF Museum, Wright-Patterson AFB, Ohio or later reassignment to the National Air and Space Museum of the Smithsonian Institution are exempt from programmed reclamation, as they are the worldwide record copy for historical purposes. Limit routine removals to explosive devices and security classified items. The SPM or RPCO may negotiate recovery of critically needed components with the director of the USAF Museum Program. They may use condemned items that preserve the appearance, completeness, and historical accuracy of the exhibit instead of needed serviceable or reparable components.

c. Aircraft transferred to the USAF Museum Program for display at other Air Force museums, static displays, air parks or civilian museums (see AFR 190-4, The USAF Museum Program) are subject to reclamation of assets needed to meet critical needs or to satisfy buy (R-1) requirements before releasing the aircraft or missile to the USAF Museum Program. If maintaining the external appearance of the exhibit, remove other items judiciously. Consider substituting condemned or reparable items for removed parts to preserve the outward appearance where practical.

d. When it is necessary to ferry an aircraft to a display site, the components necessary for the

one-time flight may be left for removal upon arrival at the display site. It will be the responsibility of the gaining organization to complete the removal action and return the asset to the proper ICP.

e. The USAF Museum must inform the SPM of the assigned display site and provide a point of contact at the receiving organization for save list coordination for each assigned aircraft by serial number. The gaining organization is responsible for the removal and return of all property the SPM identifies on the save list. The USAF Museum monitors the reclamation progress and obtains written certification of completed actions for each aircraft loaned. The final responsibility to complete the reclamation rests with the activity having physical custody of the aircraft.

f. In some instances additional parts requirements become known after completion of the initial save list actions and transfer of the aircraft to the USAF Museum Program. Additional removal requests from the Item Manager consider on a case-by-case basis. Direct requests for exception to AFR 190-4, paragraph 12e, to SAF/PARA with a copy to the Director, USAF Museum (USAFM/DR), Wright-Patterson AFB OH 45433-6518.

**3-5. Security Assistance Program Aircraft Reclamation:**

a. AFM 67-1, volume III, part one, chapter 9 contains the procedures for processing notices of availability of redistributable Security Assistance Program aircraft.

b. The SPM uses discretion based on number of aircraft and line items involved to determine if reclamation project numbers should be assigned Security Assistance aircraft. The AVDO (AFLC LOC/XOYS) assigns a project number for reference purposes only, upon request.

## Chapter 4

## RECLAMATION OF AIRCRAFT ENGINES

**4-1. Background and Policy:**

a. AFM 400-1, volume III, chapter 3 provides the authority for reclamation of aircraft engines. The appropriate EM at SA-ALC or OC-ALC determines which engines are excess to needs and are eligible for reclamation. The EM establishes the reclamation project and identifies by serial number those to be reclaimed.

b. Use procedures in Chapter 2 for reclamation of installed engines. Engines installed on aircraft reclaimed at AMARC is considered components of the aircraft and either removed intact for use as a spare engine, or reclaimed by recovery of subassemblies and components along with the balance of the aircraft.

c. As outlined in this chapter, reclaim spare engines, including previously installed engines recovered incident to aircraft reclamation.

d. Engine reclamation projects are subject to interservice requirements according to DOD 4160.21-M, chapters V and VIII, and AFM 400-1, volume III, chapter 2. As engine reclamation is similar to reclamation of both aircraft and other end items, portions of chapters 2 and 5 are also applicable where cross-referenced.

**4-2. Preparation of Save Lists:**

a. The IMRRCO advises the local RPCO when an engine reclamation project is to be established. The RPCO, in turn, advises the other ALCs, the AFLC LOC/PN, and the RPM at HQ AFLC/MMIII. Establish requirements for recovery of component assemblies and parts as outlined in paragraph 2-5.

(1) When AMARC accomplishes the reclamation, they will use procedures given in paragraph 2-6 and AFLC Forms 284.

(2) If reclamation is to be at a site other than AMARC, use AFLC Forms 285 instead of AFLC Forms 284. Use the save list consolidated by the EM rather than AMARC.

b. Make changes to the save list according to paragraph 2-7. If the save list is more than 12 months old at the beginning of the actual reclamation, the IMRRCO must request a review and update of the requirements. Update the save lists whenever there is a significant change in the quarterly requirements computation.

c. The IMRRCO of the engine division assigns the reclamation control numbers when

the program is to be accomplished by AFLC resources. To keep the identity of the managing ALC, SA-ALC begins with RSE 001 and OC-ALC begins with RSE 501 and continue in sequence. Each IMRRCO must exercise control to make sure the control numbers don't duplicate or intrude on those of the other ALC. When the reclamation is to be accomplished on contract, the contract number must be included on the instruction sheet attached to the AFLC Forms 285.

d. The IMRRCO assigns a three-digit due-in asset number to each master item on the save list beginning with DIA 001 and continues consecutively through each item on the list. Items added by later amendments will continue the sequence from the last number assigned.

e. Number Army and Navy requirements in sequence with Air Force requirements, but prefix with DA or DN respectively. If there are multiservice requirements for the same NSN, identify each service requirement by its own prefix but assign the same three-digit serial number. For example:

Item 1.	DIA-001	30
Item 2.	DN-002	30
Item 3.	DIA-003	16
	DA-003	4
	DN-003	10
Item 4.	DA-004	20

f. For reclamation accomplished at AMARC, assign DIA numbers sequentially under program control as save list records are loaded.

**4-3. Dissemination of Information:**

a. The EM must provide each IMS requesting parts from engine reclamation and the AFLC LOC/PN all available information on the schedule and progress of each reclamation program. You must cancel any remaining due-in balances upon completion of the project.

b. Each IMS submitting AFLC Forms 284 or AFLC Forms 285 for engine reclamation projects must provide the division IMRRCO the number of line items and the extended dollar value of the items requested for reporting to the RPCO. Include this information in the quarterly submission of the Materiel Utilization Control Office Status Report, RCS: LOG-MM(AR)

8501, as required by AFM 67-1, volume III, part one, chapter 9.

**4-4. Recording Due-Ins.** Record and maintain returns from engine reclamation projects as prescribed in paragraph 1-10.

**4-5. Recovery of Assets from Engines of Other Services:**

a. The Army and Navy will provide reclamation referral transaction records on document identification codes (DIC) JRA and JRC (see at-

tachment 9) when they establish engine reclamation projects. They must be processed according to the instructions provided by the originating service.

b. Items known to have application to the engines of another service but managed solely by the Air Force must be thoroughly reviewed if no referrals are received on an appropriate project. Any requirements for such items will be furnished the originating service when responding to their referrals.



## Chapter 5

### RECLAMATION OF EQUIPMENT AND RECOVERABLE SPARES

#### 5-1. General:

a. This chapter covers reclamation of Air Force equipment and investment spares other than complete aircraft (see chapters 2 and 3), and aircraft engines (see chapter 4). Although "other end items" is used frequently as a generic reference, this chapter applies to materiel in the following categories:

(1) Complete systems identified by standard system designators (SSD) such as missiles and radar sets.

(2) Complete end items of equipment authorized under tables of allowances (TA) such as vehicles and ground support equipment.

(3) Recoverable components and subassemblies stocked as spares.

(4) Miscellaneous items not covered elsewhere.

b. The provisions of chapter 1 apply equally to aircraft, engines, and the materiel covered in this chapter except when stated otherwise.

c. You must consider the requirements of other services in the development of the save list when practical. This may be waived if the project involves such a limited range of items or so few assets that interservice processing wouldn't be cost effective.

#### 5-2. Screening Materiel for Reclamation:

a. All DOD mission needs must be met before considering an item for reclamation. As stated in paragraph 1-2a, the PICA or IMM determines when assets are excess to DOD needs. Condemned assets or those beyond economical repair are exceptions and may be reclaimed as soon as this condition is determined.

b. The ICP controlling the wholesale stocks of excess materiel will identify the specific assets to be reclaimed. Usually reclamation begins with the least preferred member of an I&S group and progresses upward by condition.

c. The use of the complete end item or assembly for its original purpose is preferred to the recovery of its components. Normally reclaim serviceable assets only when available assets clearly exceed all potential usage. However, you may reclaim serviceable assets if you can't substitute them for the needed components, and either of the following conditions exist:

(1) Current production sources or vendors stocks can't provide the components.

(2) Recovery of parts well in advance of new procurement can satisfy outstanding requirements on UMMIPS priorities 01 to 08.

d. When reclaiming an end item or recoverable spare to meet requirements of either paragraphs 5-2c(1) or (2), limit the total number of assets reclaimed to those necessary to provide the quantity of critical components needed. However, the complete range of save list items must be recovered from each end item reclaimed.

#### 5-3. Reclamation of Missiles and Missile Boosters.

Reclaim missile systems on a case-by-case basis as determined by the special circumstances of the system. Process them in the same manner as aircraft when the missiles are on the accountable records of AMARC. When located at other sites, a phaseout plan may be required. If so, the SPM develops the plan in coordination with the operating commands.

#### 5-4. Reclamation of Communication-Electronic (C-E) Systems:

a. Also reclaim C-E systems on a case-by-case basis according to AFM 67-1, volume I, part one, chapter 10, section H:

(1) When installing the C-E system in real property environmental shelters rather than vans or air transportable shelters, phase them out according to a program action document (PAD) or systems control plan (SCP) developed by the operating command. The SPM must prepare a workload agreement with each action agency.

(2) You may place excess C-E assets in long-term storage when you expect future use of the assets based on programmed use of similar systems and the adverse impact of a system failure. Consider cost and available facilities in the decision.

(3) C-E systems installed in vans or air transportable containers may be held under a standard system designation (SSD) for long-term storage or programmed reclamation at AMARC or other designated facility.

b. SM-ALC/MMMR retains accountability for C-E assets in storage or reclamation through Stock Record Account FX 2373 maintained by AMARC. It identifies the systems by SSD and serial number, and maintains a listing of major

assemblies and components for each of the systems. The removal of any items from stored systems must be documented and provide a clear audit trail on the disposition of any assets.

c. CEM Removed/Missing Item Report (RCS. LOG-MM(M)7744): AMARC prepares a monthly report of items removed, condemned, or not found, and forwards one copy to the FX2373 accountable officer. The listing cumulatively must include items removed from the original save list but will not include residue transferred to the DRMO at the original site. The report covers the calendar month as of the last workday and must be mailed by the 15th day of the following month. The report enables the accountable officer to maintain visibility of removal activity on stored systems. It will also be used along with the original save list and disposal turn-in documents (DTID) to reduce the dollar value of the system or residue at the time continued storage is no longer practical and effects disposition.

d. Prepare and consolidate save lists for C-E equipment, as stated in this chapter.

e. The HQ AFLC RPM provides assistance on project numbers, save list preparation, or interservice screening upon the request of the end item manager's (EIM) or RCPO of the controlling ALC.

#### 5-5. Identifying Recoverable Components:

a. Review quarterly the reclamation potential of excess equipment and investment items as an inherent part of the scheduled D067 excess review process.

(1) The D067 will identify excess equipment and recoverable spares by NSN as candidates for reclamation. Limit consideration to excesses having an extended line item value of \$20,000 or more.

(2) The excess items will be passed sequentially through the D067 and D049 (or its successor) systems to identify the components of each reclamation candidate that are potentially recoverable.

(3) The D067 will list the highest indenture components with a unit cost of \$50 or more that have current buy (R1), repair (R2), or budget year (R3, R3B, or R3R) requirements. You may consider later year requirements (R4, R4B, R4R) also, but check lower indentures further for higher priority needs.

(4) Three copies of the data products listing the candidates for reclamation will be distrib-

uted through the RPCO, the IMRRCO, and the appropriate IMS. Each will keep a copy.

(5) With the aid of the ES, the EIM or IMS of the reclamation candidate determines if recovery of the potential assets is possible and cost effective. If so, the component IMSs will be asked to submit their requirements to the EIM on AFLC Forms 285 for consolidation of a save list.

b. The extended line item value of the excess is not a practical consideration for projects initiated outside the D067 procedure. The RPCO or EIM can make a direct inquiry of the D062 on the excess equipment or investment spare by MDS, SSD or NSN, and request a similar inquiry of the D041 from the RPM at HQ AFLC. Process the resulting products as stated in paragraphs 5-5a (4), and (5) above.

#### 5-6. Preparation of Save Lists:

a. The IMS prepares an AFLC Form 285 if there is a valid need for components of an excess asset.

b. The SPM or EIM for the excess item then combines the Forms 285 into a save list. Reproduce and distribute the list as follows:

(1) Forward one copy of the consolidated save list to each component IMS.

(2) Provide four copies to the IMRRCO who keeps one copy for IMRRCO records, and forwards:

(a) One copy to the RPCO for file.

(b) Two copies to the Production Management Branch for negotiation of maintenance work loads.

c. The SPM or EIM transfers the assets to be reclaimed to materiel condition code "P" concurrently with the preparation of the save list.

#### 5-7. Recording Due-Ins from Reclamation.

The component IMS will record a tentative due-in on AFLC Forms 318, Item Contracting History Record, when the item is initially requested, and record formal J041 records when the combined save list reflecting the item is received. If the item is not included (when it is decided to reclaim a higher assembly, etc.), you may cancel the AFLC Form 318 entry. Prorate the anticipated condition of the return according to paragraph 1-10.

#### 5-8. Negotiation of Workloads:

a. The EIM or IMS of the item to be reclaimed prepares an AFLC Form 206, to initiate the maintenance work.

b. Reproduce and distribute the AFLC Forms 206 in the same manner as, and concurrently with, the save lists. (See paragraph 5-6b.)

c. The PMS buyer in the Production Management Branch of the Commodity Division, Directorate of Materiel Management will negotiate timely accomplishment of the work with the Directorate of Maintenance based on the priority designation of the reclamation.

d. The recovery of components will be accomplished as a priority workload if they can be used to offset either a current year buy requirement (R1) or current year repair requirement (R2). You may satisfy long-range support requirements through routine action.

#### 5-9. End Item Reclamation Information:

a. The RPCO prepares the supplemental data for end item reclamation information as of the last day of each quarter of the fiscal year. Attachment 8 provides suggested format and content.

(1) This information summarizes the reclamation activity of the ALC by MDS or NSN showing items on hand, in work, completed, issued to another agency, and canceled.

(2) Each MDS or NSN shows location, quantity, turn-in document, extended catalog value, extended save list value, and date of transaction.

(3) The RPCO keeps one file copy, and distributes copies to the IMRRCOs, the Production Management Branch, and affected IMSs by the 15th calendar day following the end of the quarter.

(4) Use this information for analysis of effectiveness in accomplishing reclamation goals.

b. The RPCO also makes sure the total number of line items and the total dollar value of save lists initiated during the quarter are included in the MUCO Status Report, RCS: LOG-

MM (AR) 8501, according to AFM 67-1, volume III, part one, chapter 9.

c. The IMRRCO provides input to the RPCO for preparation of the RCS: LOG-MM (AR) 8501 Report.

#### 5-10. Surveillance of End Item Reclamation:

a. The ALC RPCO.

(1) Develops local directives and procedural guidance for the System and Item Management Divisions as needed to implement the DOD and Air Force reclamation programs.

(2) Maintains surveillance of related programs in coordination with other program managers to ensure compatibility of objectives.

(3) Audits the program periodically to make sure reclamation procedures are being followed and are effectively using recovered assets to offset buy and repair actions.

b. The IMRRCO.

(1) Sets up internal guidelines, as required, to ensure compliance with published directives and guidance including those of the RPCO.

(2) Ensures the receipt, distribution, processing, and return of the DO67 products and the resulting save lists. Maintains a central file of the annotated listings for audit and monitoring of reclamation activity.

(3) Receives the supplemental data discussed in paragraph 5-9 and distributes it to the proper IMS. Uses it in conjunction with the save list file to make sure maintenance actions are accomplished as scheduled.

(4) Monitors maintenance response to the AFLC Forms 206 initiated for reclamation, resolves any undue delays by direct negotiation with the Production Management Branch, and makes sure that reclamation is accomplished in time to meet the established due dates.

OFFICIAL

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Director of Information Management

#### SUMMARY OF CHANGES

Reflects one item, one manager concept of DOD management and deletes role of the DRMO in DOD screening prior to the reclamation decision, and incorporates OSD interest and guidance on reclamation management. Terminology and report designations have been updated. Deletes RCS: LOG-LO(AR)7812 and RCS: LOG-LO(M)7352 reports.

## GLOSSARY OF TERMS AND ACRONYMS

NOTE: The following definitions give the general sense in which the terms are used in the context of this regulation only and are not to be considered definitive for other publications.

**ABDR** - Aircraft Battle Damage Repair.

**ACI** - Analytical Condition Inspection.

**AFAO** - Approved Force Acquisition Objective.

**AFIF** - Air Force Industrial Fund.

**AFSDPDA** - Air Force Special Defense Property Disposal Account. The Stock Record Account Number (SRAN) FR 2373 maintained by AMARC to control aircraft or other items while in reclamation.

**ALC** - Air Logistics Center.

**AMARC** - Aerospace Maintenance and Regeneration Center. The Air Force activity designated by DOD to accomplish centralized storage, withdrawal, reclamation, and disposal (other than sale) of complete aircraft or other assigned end items for all military services, defense supply centers, and other federal agencies that may choose to participate in the interservice support agreement.

**AVDO** - Aerospace Vehicle Distribution Office. The office within the AFLC LOC that maintains the accountable records by serial number of aircraft in the current Air Force inventory.

**Buyer/Seller.** Term used in the Depot Maintenance Service, Air Force Industrial Fund (DMS, AFIF) to emphasize the adversarial role, comparable to that in private industry, that exists between the user and the provider of a service. The "Buyer" includes all personnel of the Directorate of Materiel Management (D/MM) who determine, develop, justify, program, reprogram, negotiate, and ultimately purchase the services of the DMS, AFIF. The "Seller" includes all personnel of the Directorate of Maintenance (D/MA) and the D/MM who develop, identify, and negotiate workload, and sell DMS, AFIF capabilities to satisfy funded customer requirements.

**CIM** - Component Item Manager - The person or activity having DOD logistics management responsibility for an item or a federal supply classification (FSC) used in, and potentially recoverable from an aircraft, aircraft engine, or other end item.

**Communications** - Electronic (C-E) Equipment - Ground fixed/mobile/air transportable equipment identified as major end items such as ground control approach (GCA), bomb scoring tracking radars, command control early warning RADAR systems, ground communication equipment, etc.

**Condition Inspection** - The visual or functional inspection and test of an item to determine if it is serviceable, repairable or beyond economic repair.

**DAAS** - Defense Automatic Addressing System.

**DIC** - Document Identifier Code.

**DLA** - Defense Logistics Agency. DMS, AFIF - Depot Maintenance Service, Air Force Industrial Fund. A working capital account used to finance organic, interservice, and contractual depot maintenance. It operates as a revolving fund by providing working capital, allowing for recovery of operating costs through the sale of products and services, and establishes a buyer/seller relationship with the customer to facilitate the sales.

**DOD** - Department of Defense.

**DPEM** - Depot Purchased Equipment Maintenance. A program involving buyer management to determine requirements and to obtain financial obligation authority and program authority for ordering work from the DMS, AFIF. DPEM includes all customers having financial resources to purchase depot maintenance or other services from the DMS, AFIF.

**DPD** - Defense Property Disposal.

**DRMO** - Defense Reutilization and Marketing Office.

**DSSO** - Defense Surplus Sales Office.

**DTID** - Disposal Turn-in Document.

**EIM** - End Item Manager. The person or activity having DOD logistics management responsibility for an item of equipment or a major stock numbered assembly from which parts can be recovered. (Normal usage excludes aircraft and aircraft engine managers who are specifically designated as SPMs and EMs respectively.)

**EM** - Engine Manager. The individual at an ALC having overall logistics management for an assigned aircraft engine.

**EOQ** - Economic Order Quantity. A variable requirement for an economic order and stockage program item computed as a function of the cost to order, the cost to hold, the unit price, and the annual requirements rate.

**ERRC** - Expendability, Recoverability, Repairability Category Code.

**ES** - Equipment Specialist. The individual responsible for the research and technical evaluation of an item of equipment and its component parts. For reclamation actions, the ES provides the identification and location of reclaimable components, develops condition inspection criteria, and provides most judgment calls that require a detailed technical understanding of the items and their relation to the equipment.

**FMS** - Foreign Military Sales. Authorized sale of DOD materiel to friendly foreign governments under case-by-case agreements negotiated or approved through diplomatic channels.

**FSC** - Federal Supply Classification.

**Functional Items.** Items which require the facilities, test equipment, or skills normally found only at a technology repair center (TRC) to determine the condition of the item.

**GCA** - Ground Control Approach.

**GSA** - General Services Administration.

**I&S** - Interchangeability and substitutability.

**ICP** - Inventory Control Point. An organizational unit within the supply system of a military service/DLA which is assigned the primary responsibility for the management of a group of items, either within a particular military service or for the DOD as a whole. Responsibilities include computation of quantitative requirements, the authority to require procurement, repair materiel or initiate disposal, development of worldwide quantitative and monetary inventory data, and the positioning and repositioning of materiel.

**IMRRCO** - Inventory Manager Reclamation Requirements Control Officer. See Reclamation Managers.

**IMM** - Integrated Materiel Manager. The individual or activity exercising IMS responsibilities for total DOD use of assigned items (most frequently used with consumable items to identify the equivalent of a PICA for non-consumable items).

**IMS** - Item Management Specialist. The individual controlling the inventory, requirements, and distribution of assigned items of supply or equipment.

**IPB** - Illustrated Parts Breakdown.

**ISA** - Interservice Support Agreement.

**MDS** - Mission, Design and Series. The identifying designation of an aircraft or missile consisting of three elements:

1. An alpha code identifying the aircraft mission (e.g., B for bomber, C for cargo, etc.). It may be prefixed with an additional letter to identify a special purpose (e.g., X for experimental, K for tanker, etc.).

2. A numeric for the specific model. c. An alpha suffix identifying a specific configuration.

**MILSTRAP** - Military Standard Transaction Reporting and Accounting Procedures.

**MISTR** - Management of Items Subject to Repair.

**MMC** - Materiel Management Code. A two-digit code used in conjunction with a stock number to designate the IM responsibility.

**MUCO** - Materiel Utilization Control Office.

**Nonfunctional Items** - Items whose condition can be determined by use of visual inspection, common measuring devices, liquid penetrants, or magnetic particle inspections which are normally within the capability of the reclaiming activity.

**Nonprogrammed Aircraft Reclamation** - Reclamation of aircraft in such small numbers that control by reclamation project number is not required and transportation to AMARC or other central facility for scheduled production would not be cost effective. Normally, limited to fewer than five aircraft.

**NSN** - National Stock Number.

**PAD** - Program Action Document.

**PICA** - Primary Inventory Control Activity. The activity designated to exercise wholesale logistics management or the total DOD requirements, acquisition, and disposal of a weapon system, item of equipment, or recoverable assembly.

**PMS** - Production Management Specialist.

**Priority Reclamation** - The expedited removal of a component from excess aircraft, equipment, or recoverable spare awaiting reclamation, on a current reclamation project or in RIT status. Priority reclamation is initiated by an IMS under the terms of this regulation to meet critical requirements when scheduled reclamation would not provide timely support.

**Priority Removals** - The recovery of an individual aircraft part, component, or accessory on an expedited basis to fill an urgent requirement. Requests for priority removals are initiated by an IMS under the provisions of AFLCR 65-9 against aircraft in long-term storage at AMARC. Priority removals may also be used to obtain less urgently needed items of high dollar value.

**Programmed Aircraft Reclamation** - Reclamation of aircraft in such volume as to require assignment of a reclamation project control number, and consideration of consolidation of the effort at a single facility.

**QPA/QPV** - Quantity per Article/Quantity per Vehicle. QPA is used to denote the quantity of the item contained in the end item, aircraft engine, or other recoverable spare being reclaimed. For aircraft or missiles being reclaimed at AMARC, QPV will be used to denote the total number of the item to be found in the aircraft or missile. This distinction is significant as technical orders and other references frequently identify QPA in terms of an intermediate assembly which must be multiplied by the number of such assemblies in the aircraft or missile to arrive at the QPV.

**RCO** - Reclamation Control Officer. See Reclamation Managers.

**Reclamation** - The process of removing required serviceable and economically repairable components from potential DOD excess or surplus property, returning them to the proper supply activity and processing the residue as disposable property. (Taken from DODD 4160.26, 11 March 1985.)

**Reclamation Managers** - Those persons having management responsibility for all phases of reclamation affecting the organization they represent. Each RM will keep all others advised of their current office symbol, AUTOVON number and mailing address. RMs include:

1. **Reclamation Program Manager (RPM)**. The individual at HQ AFLC/MMIII responsible for all phases of the reclamation program covered in this regulation.

2. **Reclamation Program Control Officer (RPCO)**. The individual at each ALC who is responsible for all phases of reclamation at that center; serves as the point of contact with the AFLC RPM, the RPCOs of the other ALCs, and reclamation activities of the other services and defense agencies; and provides guidance and instructions to the SPMs, IMSs, EMs, EIMs, and PMSs.

3. **IMS Reclamation Requirements Control Officer (IMRRCO)**. The individual within each IM commodity division that serves as

liaison between the ALC RPCO and the other IMSs in his division.

4. The AMARC Reclamation Control Officer (RCO). The individual at AMARC who acts as point of contact for HQ AFLC, the ALC RPCOs, and the reclamation personnel of the other services, DOD activities, and participating federal agencies in processing reclamation requirements and priority removals from stored aircraft.

**RIC** - Routing Identifier Code.

**RI/MDC** - Routing Identifier, Manager Designator Code.

**RIT** - Reclamation Insurance Type (aircraft). A limited number (one to five) of aircraft by MDS held indefinitely to be used as a source of parts for unanticipated requirements. RIT aircraft are especially valuable as a source of structural components and other parts not normally stocked as spares.

**RPCO** - Reclamation Program Control Officer

**RPM** - Reclamation Program Manager. See Reclamation Managers.

**Save Lists.** The SPM, EM, EIM, or AMARC consolidation of requirements and data submitted by the IMSs for inclusion in a reclamation project. It provides the information needed by the reclaiming activity for the recovery of needed components from excess end items. In programmed aircraft reclamation,

the save list prepared and annotated by AMARC also serves as the Reclamation Requirements Status Report, RCS: LOG-MM(M) 8603.

**SCO** - Systems Control Officer.

**SCP** - Systems Control Plan.

**SICA** - Secondary Inventory Control Activity. The designated service counterpart of the PICA who determines service needs and ensures that they are considered in the PICA's decisions.

**SM** - System Manager.

**SPM** - System Program Manager. The person or organization having logistic management responsibility for an assigned weapon system. The Air Force SPM may be designated as the PICA with wholesale logistics management of total DOD requirements or serve as the SICA with responsibilities limited to the Air Force only.

**SSD** - Standard System Designator. An identifying designation comparable to the MDS used for systems other than aircraft or missiles.

**TA** - Table of Allowance.

**TO** - Technical Order.

**TRC** - Technology Repair Center.

**PROCESSING PRIORITY RECLAMATION**  
(Categories A and B)

1. Priority reclamation is covered in paragraph 2-4. To expedite the submission of urgent requirements, use phone calls for priority 1, messages for priority 2 through 8 requirements, and letters for other urgent needs.

2. In all instances, the data needed is essentially the same as for a MILSTRIP requisition or passing order showing the destination of the removed part, plus the technical references needed for AMARC to identify and locate the part on a specific MDS aircraft.

a. The first two lines of the message correspond to the elements of the 80 column MILSTRIP format with each element of data separated by a slash (/). The elements are:

<i>Card Column</i>	<i>Pos</i>	<i>Element of Data</i>	<i>Entry</i>
1-3	3	Document Identifier	A2E (ZI customer) A25 (all others)
4-6	3	Routing Identifier	F46 (AMARC)
7	1	Media and Status Code	See notes
8-22	15	NSN or P/N	See notes
23-24	2	Unit of Issue	See notes
25-29	5	Quantity	See notes
30-43	14	MILSTRIP Document Number	See notes
44	1	Suffix Code	If needed
45-50	6	Supplementary Address	If other than cc 30-35
51	1	Signal Code	See notes
52-53	2	Fund Code	See notes
54-56	3	Distribution Code	See notes
57-59	3	Project Code	See notes
60-61	2	Supply Priority	See notes
62-64	3	Required Delivery Date	From customer's requisition, or blank for IM request (See Remark (5) below.)
65-66	2	Advice/Status Code	See notes
67-69	3	Blank	None
70	1	Ownership/Purpose Code	See notes
71	1	Minimum Acceptable Condition	Code A, F, or R.
72-73	2	Blank	None
74-76	3	From Routing Identifier	ALC issuing request
77-80	4	Blank	None

**NOTES:**

1. For passing orders, these entries will be perpetuated from the original (customer's) requisition.

2. When the request is originated or consolidated by the IMS, it will be assigned an FD document number and other entries completed or filled with zeros as appropriate.

b. Supplemental data to assist AMARC in identifying the specific item requested and its location in the item reclaimed is appended to the DD Form 1348 format. Each element will be designated a letter, but only those letters pertinent to a specific request need be shown. It isn't necessary to include the subject of data in the message if it adheres to the following letter designations:



Letter	Subject of Data	Entry Instructions
A	Manufacturer's Code (five positions)	Use whenever a part numbered item (no NSN assigned) is requested.
B	Manufacturer's Name	May be substituted for A when there is no identifying code assigned.
C	Manufacturer's Catalog (and date)	Normally not used.
D	T.O. Number	List the -4 parts list that depicts the required item. Reference figure and index number.
E	Technical Manual Number	Provide inspection criteria or indicate if it has been given previously.
F	End Item Application	Normally not used for aircraft or systems identified by MDS. (See letter I below.)
G	Name/Description	Show the noun and modifiers (maximum of nineteen positions) for the NSN or P/N in card columns 8 through 22.
H	Make	Normally not required.
I	Model Number	Enter the primary mission, design and series (MDS) of the weapons system from which the item will be removed. (See note 2.)
J	Series	Normally not used, except as an element in I above.
K	Serial Number	Use if the item is to be removed only from a specific aircraft, or has a limited application within the MDS from which it will be recovered.
L	Color	Normally not used.
M	Size	Normally not used.
N	Quantity per Vehicle	Show the total number of like items used in the MDS from which removal will be made.
O	Total Quantity Required	Enter the total computed Air Force requirement for the item to be recovered. This is the same quantity that would be in block 4H of the AFLC Form 284. (See note 1.)
P	Project Number	Enter the storage or reclamation project control number assigned to the aircraft or group of aircraft from which the removal will be made. (See note 2.)
Q	Additional Applications	List other aircraft which are potential sources of the item desired. These should be identified by MDS and provide -4 figure and index for the item. (See note 2.)
R	Manager Designator Code	Enter the three-position code that identifies the inventory management specialist (IMS) responsible for management of the item required.
S	Unit Cost	Provide the actual or estimated unit cost when requesting an NL, ND, or NC stock numbered item.
T	Type Requirement	Identify the requests of a recurring nature by a code "R" and those of a nonrecurring nature by "NR."
	Remarks:	Enter additional information not included above which will assist in meeting the requirement such as: (1) Reference any phone discussion between the IMS and AMARC concerning the requests. Cite dates, names, office symbols and AUTOVON numbers. (2) Reference any communications with the customer to include any agreements on acceptance of less than serviceable assets. Again, be specific on any phone discussions, and provide the customer a copy of the teletype or letter request. (3) Acceptability or limitations on interchangeable or substitute items.

(4) When passing a customer request (i.e. an RDO), indicate if an additional IMS requirement on an FD document will follow.

(5) Give the desired delivery dates for requests initiated by the IMS (i.e. FD document number) if appropriate.

#### NOTES:

1. The total quantity required (Letter O) has no direct bearing on the priority request, but will be used by AMARC to determine if assets should also be removed from additional aircraft that may have been transferred previously to the DRMO.

2. The IMS uses the AMARC Aircraft and Missile Activity and Status Summary Report (RCS: LOG-MM(M) 7148) to identify the most likely source of the required item by MDS (letter I) and project number (letter P). The order of preference is aircraft (1) in RIT status, (2) on active reclamation projects, (3) in excess storage, (4) in long term storage, and (5) in inviolate storage. Listing additional MDS as potential sources of an item (letter O) will allow AMARC to make adjustments according to unreported or anticipated shifts of an aircraft from one category to another.

3. Priority reclamation requests will be recorded in the D035A Stock Control and Distribution System as a post-post transaction (See AFM 67-1, volume III, part three, chapter 2. ) The entry will be prepared in the following format:

<i>Card</i>			
<i>Column</i>	<i>Pos</i>	<i>Element of Data</i>	<i>Entry</i>
1-3	3	Document Identifier	AC3 Computer Card
4-5	2	Action/Suffix	O1 (alpha O)
6	1		Leave Blank
7-53	47		Line Through
54			Leave Blank
55-56	2		Ownership/Purpose Code Prefix with zero.
57-61	5		Line Through
62-64	3	Date	Date of Post-Post Action
65-66	2	Advice Code	Line Through
67-69	3	Routing Identifier	Leave Blank
70	1		Leave Blank
71	1	Condition Code	Least Acceptable
72	1		Leave Blank
73	1		Leave Blank. (See note.)
74-76	3	Routing Identifier	F46 if issued on AMARC, or as appropriate for other depot activities. (See note.)
77-80	4		Leave Blank. (See note.)

NOTE: If the reclamation is to be accomplished at a facility not assigned a three-position routing identifier, columns 74-76 will be left blank, and the stock record account number (SRAN) will be used. Column 73 will contain the alpha type of account code (E.G. B, Y, N, etc), and columns 77-80 the four-digit numeric designation.

4. Requisitions for air frame items or other components, which do not have an NSN, ND number, or NC number already assigned, will be entered in the D035A also. An NC or ND number will be used to clear the 1C exception in the D035A, and appropriate status will be provided the requisitioner by the IMS.

5. AMARC or other reclaiming activity will provide the issuing IMS an RDO confirmation or denial as appropriate. The customer, if other than the IMS, will be provided a standard shipping status when the material is shipped.

### PREPARATION OF PROGRAMMED RECLAMATION REQUISITIONS (RCS:LOG-MM(AR) 7137)

1. The AFLC Form 284, Reclamation Requisition, is a single line item form used by an ICP to record the wholesale requirement for recovery of a component from the programmed reclamation of aircraft, aircraft engines, or other equipment on a scheduled basis. The reclaiming activity, normally AMARC, consolidates the forms into a comprehensive save list.

2. As the form will require further processing upon receipt by AMARC or other reclaiming activity, it is limited to a single line item entry and will require specifics on application, interchangeability, inspection criteria and total requirements that aren't needed for the smaller quantities involved in nonprogrammed reclamation. The total requirement and other applicable systems are especially important and enable AMARC to screen other projects and systems as possible sources for additional assets.

3. The following entries will be made:

Block	Heading	Content
1.	Originating Activity and Manager	The three position routing identifier code for the ALC and the three position manager designator code of the IMS originating the form.
1A.	End Article	The MDS, SSD, NSN, or other recognized designation for the system or equipment to be reclaimed.
1B.	Reports Control	RCS: LOG-MM(AR) 7137.
2.	Noun and Two Modifiers	Descriptive name of the item to be recovered through reclamation.
2A.	Initial/Amendment	An "X" in the appropriate box indicates whether this is a new save list requirement or the revision of an established one.
2B.	ALC Number	A control number assigned consecutively by the RPCO to control the submission and processing of the form.
3.	LOCATION--T.O., FIGURE & INDEX	The aircraft parts handbook reference identifying the component to be recovered and its location within the aircraft. If the desired item is not listed separately, the location of the next higher assembly will be entered and identified as "HA." The HA T.O. will then be entered showing the figure and index for the desired part. This entry is made by the equipment specialist.
3A.	QTY PER VEHICLE (QPV)	The total number of the components used in each aircraft or system being recovered. If there is a mix of series on the project with a differing QPV for each, the highest number will be used. Blocks 3B and 8A will be used to modify this figure in refinement of the final save list by the reclaiming activity.
3B.	VAR	If there is a variance from the QPV in 3B among the aircraft being reclaimed, enter an "X" and complete block 8A, otherwise leave blank.
3C.	PROJECT NUMBER	Control number identifying the specific reclamation program to be worked. Assigned by the Air Staff (PRPF) or the AVDO.
4A.	NATIONAL STOCK NUMBER (NSN)	The NSN of the item to be recovered. When the location (block 3) could contain an item with a variety of modifications or configurations, the master or preferred NSN will be shown here. Acceptable substitutes or I&S restrictions may be listed in the "Remarks" block.

- |              |   |  |
|--------------|---|--|
| 4b.          | SERVICEABLE SRAN  | The stock record account number (SRAN) of the activity to receive assets recovered as either condition code A or R.  |
| 4C.          | UNSERVICEABLE SRAN                                      | The SRAN of the activity to receive assets recovered in condition code F.  |
| 4D.          | LEVEL OF INSPECTION                                     | The site where condition inspection is to be made. "M" indicates the condition can be determined by AMARC or other reclaiming activity. "A" indicates depot capability is required. "R" denotes the recovered item invariably requires depot repair.   |
| 4E.          | URGENCY CODE  | The highest level of requirement to be met by recovery of the item. (i.e., R1,R2, etc.)  |
| 4F.          | MINIMUM COND.   | The minimum condition for acceptance of the recovered assets. "A" indicates only serviceable items are desired, and "F" indicates reparable are also acceptable. In addition, items requiring inspection or test beyond the capability of the reclaiming activity will be shipped in condition code "R" unless obviously reparable. If the level of inspection (block 4D) is "R," all recovered assets will be shipped condition code "F." |
| 4G.          | TOTAL REQUIREMENT                                       | The total number of assets needed to bring the item to the highest level authorized by the criteria given in chapter 1. (Equals the sum of R1 through R4 in the D067 product.) This should reflect all known needs even though they exceed the maximum available from the project. AMARC will use this information if there are assets available from similar projects.  |
| 4H.          | INSPECTION CRITERIA                                     | If the level of inspection (block 4D) is either "A" or "R" the entry is not required and will be noted "NR." If the level of inspection is "M," this block will be marked "PF" if the criteria was previously furnished on a similar project, or "R" if none had been furnished. In the latter instance the criteria must be entered in the "Remarks" block.   |
| 5A.<br>--7H. | OTHER SERVICE<br>ENTRIES                                | Normally blank. Used by aircraft engine managers and AMARC to combine requirements of other services with Air Force input.   |
| 8A.          | VARIABLE QPV  | If an "X" was entered in block 3B, list each MDS assigned to the project with its QPV including those with a zero QPV. Leave blank if there is no variance among aircraft being reclaimed on the project.  |
| 8B.          | OVERFLOW  | For use if needed to complete entries for either 8A or 8C.   |
| 8C.          | OTHER APPLICATIONS                                      | Aircraft or systems other than the one on this project that also contain the component.  |
| 9A.          | THROUGH 9C  | Optional. May be used in addition to 8B for overflow from 8A or 8C.  |
| 10.          | NAME, OFFICE<br>SYMBOL, TELEPHONE<br>SIGNATURE AND DATE | Inventory management specialist (IMS) for the item to be recovered. Self explanatory.  |
| 11.          | (SAME AS 10)  | Supervisor of the IMS (see block 10).  |
| 12.          | (SAME AS 10)  | IM reclamation requirements control officer (IMRRCO) of the IM Division.   |
| 13.          | (SAME AS 10)  | Equipment specialist for the item to be recovered.   |

14. (SAME AS 10)  
REMARKS

Local options.

Minimum entries include: Quantity due In from AMARC, date of computation, part number of item to be recovered, unit cost of the item. Information such as inspection criteria, acceptability of interchangeable and substitute items, etc., may be included when necessary or appropriate.

RECLAMATION REQUISITION		1. ORIGINATING ACTIVITY Manager Designator FLZ CF8		1A. END ARTICLE		1B. REPORTS CONTROL SYMBOL LOG- MM (AR) 7137	
2. NOUN AND TWO MODIFIERS Pre-Amplifier AM 3969				2A. INITIAL	X	AMEND	2B. ALC NO.
3. LOCATION - T.O. AND FIGURE & INDEX 1F-101B-4 Fig 45 Ind-9				3A. QTY PER A/C 1	3B. VAR	3C. PROJECT NUMBER RSF 138	
REQUIRING SERVICE	A. NATIONAL STOCK NUMBER	B. SERVICEABLE BRAN	C. UNSERVICEABLE BRAN	D. LEVEL OF INSP.	E. URGENCY CODE	F. MINIMUM COND.	G. TOTAL REQUIREMENT
4. AIR FORCE	5826-00-912-8562	FB2065	FB2065	M	R2	A	238
5. ARMY							
6. NAVY							
7.							
8A. VARIABLE OPA	8B. OVERFLOW	8C. OTHER APPLICATIONS		REMARKS  Qty due in from AMARC - 0 Comp Date _____ P/N 596-9805-103 Unit Cost \$412.00  NOTE: If Block 4B has an "R" entered, inspection criteria must be furnished to AMARC in the Remarks Block.			
		B52, C47, C97					
		C118, C119, C123					
		C130, C135, H1					
9A.	9B.	9C. H3, H43, H53					
INITIATOR AND COORDINATION							
10. NAME, OFFICE SYMBOL, TELEPHONE IM		SIGNATURE AND DATE Signature and Date					
11. IM Supervisor		Signature and Date					
12. IMRRCO		Signature and Date					
13. Equipment Specialist		Signature and Date					
14.							

AFLC FORM 284  
JUN 75

PREVIOUS EDITION IS OBSOLETE.

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### PREPARATION OF NONPROGRAMMED RECLAMATION REQUISITIONS

4. AFLC Form 285, Reclamation Save List, is used to develop save lists for nonprogrammed reclamation of aircraft, engines, equipment, or investment spares at locations other than AMARC. It is initiated by the system, engine or inventory manager of the item to be reclaimed, and lists components selected by the IMS for recovery.

a. Blocks 1 through 10 identify the project and end item to be reclaimed and are generally completed by the initiator.

b. Blocks 11 through 20 identify the components to be recovered based on review and input from each IMS concerned. As noted on the form, these blocks may require multiple entries on top and bottom lines.

c. Unlike the AFLC Form 284, multiple components may be listed for recovery on a single form. Normally, separate forms are prepared for each FSC or designated IMS with items identified as components of the end item to be reclaimed.

5. The form will be completed as follows:

Block	Line	Content
1.		Initiating Activity. The three-position routing identifier code (RIC) of the ALC managing the item to be reclaimed.
2.		End Article. The MDS, SSD, engine designation or NSN of the item to be reclaimed.
3.		Qty (Quantity). The total number of end articles to be reclaimed on the project. If the save list is to be used as a prototype for future nonprogrammed projects, the quantity is usually set at 1.
4.		Cond (Condition). The condition code for the quantity shown in block 3. Normally blank for aircraft and prototype save lists.
5.		Page. Left blank at time of initiation and entered by the initiator when consolidating replies from component IMS.
6.		Disposal Turn-In Document No. Normally left blank for aircraft and prototype use. When an item is reclaimed in increments, the work request, contract or issue document number may be entered to control each group input. (Used in conjunction with block 8 to provide whatever local control is needed.)
7.		Location-Site. The RIC for the reclaiming activity.
8.		Project or Contract No. Project numbers are assigned engine, aircraft and prototype save lists. Other end items and investment spares can be identified by work request or contract number if desired.
9.		End Article Tech Order No. The parts breakout technical order for the item being reclaimed. Used as the source for the components to be recovered. Entry to be made by the initiator.
10.		Priority/Routine. Initially left blank. Used by the IMS or EM during consolidation of save lists. Not used for reclamation of aircraft.
11.	Top	Item No. Initially left blank. Used by the system, engine or investment spare IMS to consolidate input from the component IMSs. Each line item to be recovered will be numbered consecutively, and special prefixes may be added if considered useful.

- Bottom RI/MDC. Routing identifier and manager designator codes for the recovered component. To be completed by each IMS.
12. Top Master NSN. The component item entered by the initiator from the D067 products or research of the end item parts breakout. It will be validated and the balance of the data entered by the IMS of the component to be recovered. If the item entered by the initiator is not the master, the component IMS will remake the form to reflect the correct I&S relationship.
- Bottom I&S NSN. The IMS will enter each acceptable NSN that has an I&S relation to the master and might be found in its place in the asset being reclaimed. (Note: Each NSN listed must appear on the same line as the corresponding part number entered in the bottom of block 13.)
13. Top Part No. The part number assigned the NSN listed in the top line of block 12. Normally entered by the IMS managing the component to be recovered.
- Bottom Part No. The part numbers associated with the I&S NSN shown in the bottom of block 12. When more than one NSN is shown, care must be exercised to ensure the NSN and its related part number appear on the same line.
14. Top Noun. Noun and selected modifiers describing the master item. Normally entered by the initiator.
- Bottom. Figure & Index -- QPA. Entered by the initiator. If there is more than one reference, each will be entered on succeeding lines. The QPA will follow each figure and index number.
15. URG CODE. The component IMS will enter the numeric urgency of requirement code.
16. ERRRC Code. Entered by the initiator subject to review and revision by the component IMS.
17. Top Shipping Address. Entered by the IMS requesting recovery of the component if the reclamation is not accomplished by an AFLC facility.
- Bottom Unit Cost. The catalog unit cost of the master NSN will be entered by the IMS. The cost of I&S items is not required.
18. Proj Qty. The IMS will enter the number of components required from the quantity potentially available from the number of end items to be reclaimed on the project.
19. Cond Code. The IMS will enter the code for the minimum acceptable condition for components recovered.
20. Insp Instr. (Inspection Instructions). This block is used at the option of the reclaiming activity. If used, locally developed codes will identify the degree of inspection and reconditioning to be applied to the recovered parts.
21. Qty Reclaimed by Cond Code. To be completed by the reclaiming activity if specified in the project and statement of work.
22. Name/Signature.
- a. The two lines to the left are used by the system or end item manager. The top line by the SM or IMS, and the second by the equipment specialist.
  - b. The two lines to the right are used by the component IMS and supervisor.



23.                      Page \$ Value. The extended dollar value of the components and quantity listed for recovery on that page to be entered by the IMS.
24.                      Save List \$ Value. Total dollar value of the save list to be consolidated by the SM or IM for the end item

RECLAMATION SAVE LIST		1. INITIATING ACTIVITY WR-ALC	2. END ARTICLE End Item NSN/Noun	3. QTY. 1	4. COND. F	5. PAGE 1 OF 1 PAGES								
6. DISPOSAL TURN IN DOCUMENT NO. N/A		7. LOCATION - SITE USNAS, N.O.	8. PROJECT OR CONTRACT NO. N/A	9. END ARTICLE TECH. ORDER NO. 1F-100-4			10. PRIORITY		ROUTINE					
11. ITEM NO. RL/MSDC	12. MASTER NSN 1 & 4 NSN	13. PART NO. PART NO.	14. NOUN FIGURE AND NUMBER - QPR	15. NSN CODE	16. END CODE	17. SHIPPING ADDRESS UNIT COST	18. PROJ QTY	19. COND CODE	20. UNIT PRICE	21. QTY RECLAIMED BY COND CODE A D F H NF				
1 FLZ/CGE	5895009113055	01-20068A	Transponder, SST181 Fig 128, Ind 1-1 QPR-1	R1	F	FB2065 \$4609.00	1	F						
22. TYPED NAME, OFFICE SYMBOL, EXT		INITIAL & DATE		TYPED NAME, OFFICE SYMBOL, EXT		INITIAL & DATE		23. PAGE \$ VALUE \$4609.00						
End Item Manager								24. SAVE LIST \$ VALUE						
Equipment Specialist														

AFLC FORM 285  
FEB 73

PREVIOUS EDITION IS OBSOLETE.

AFLC-WP478-JUL 73 51-005

**CONTENT AND USE OF THE RECLAMATION PROJECTION REPORT**  
**(RCS: LOG-MM (M) 7147)**

1. Programmed reclamation is usually performed at AMARC to recover parts on a production line basis. The Reclamation Projection Report is prepared by AMARC as of the last workday of each month to show all programmed reclamation projects assigned and not previously reported as completed. It is provided to HQ AFLC/MMIII, the ALCs (MMM), and customers who have registered requirements against each reclamation project. The report is due by the 15th workday of the following month and is also used within AMARC for workload planning and by system and inventory managers at the ALCs to control returns from reclamation.

2. Projects are scheduled according to the manhours expended for priority removals during the previous year. The project for the mission, design, and series (MDS) requiring the greatest effort is given the highest precedence. Available resources will be prorated among other projects in descending order and reviewed and adjusted quarterly.

3. AMARC may develop a format to facilitate both reporting and use of their computer capabilities. The report consists of three parts: the first reflects the current status and future schedule of each new or on going reclamation project; the second summarizes each project completed during the reporting period; and the third provides a narrative explanation of quantitative variances or slipped schedules from the previous report. Each page will be identified by the report title, as of date, preparing activity, and RCS number, and be numbered consecutively.

4. **Part I.** This section portrays the status and schedule of each active reclamation project.

a. The information will be presented in the following columns:

(1) Mission, Design, and Series (MDS) or Standard System designator (SSD) of the aircraft (or other end item) being reclaimed.

(2) Project Number assigned to the reclamation.

(3) Requirements Due/Received. A double entry with the month that requirements (i.e.,

AFLC Forms 284) are due from the IMS/SPM above the line and the month all actually were received below it. When no save list has been requested, this column will be annotated "NR."

(4) Quantity on Project reflects the total number of aircraft consigned to the project less any that were given to other federal agencies or donees through screening by the General Services Administration (GSA). When this number is adjusted, it should be explained in Part III of the report.

(5) Quantity Completed represents all aircraft, engines, or end items on the project that have processed through reclamation with all items and residue turned in to supply or otherwise accounted for.

(6) Maintenance Aircraft Slipped shows the number of aircraft or end items that did not meet the scheduled date for removal of all components, or requires an additional pass to recover items expected but not found on similar units reclaimed earlier in the project. This quantity is an addition to subsequent columns, and will not be duplicated. Part III provides a narrative explanation of the slippage.

(7) Aircraft in Work lists those quantities that have been placed in maintenance for work.

(8) Quantity on Hand includes all aircraft at AMARC consigned to the reclamation project except those completed (column 5) and in maintenance (columns 6 and 7). It should equal the sum of the top quantities in columns 10 through 21, plus any quantities shown in columns 9 and 22, but may differ if aircraft are yet to be received from off base or transferred from storage accounts.

(9) Not in Work, Slipped Schedule, is the number of aircraft previously scheduled for input to maintenance that have not yet been placed in work. A narrative explanation will be made in Part III.

(10-21) Scheduled Reclamation is the projected workload for each of the next 12 months. It is a two-part entry with the planned input to maintenance shown above the line and the anticipated production below it.

(22) Remaining Balance of aircraft as-

signed to the project that will be scheduled after the 12-month period of the report.

b. Columns 5, 6, 7, 9, 22 and top entries from columns 10 through 21 should equal the total quantity on the project (column 4) as adjusted to reflect transfers to other services, federal agencies, or donees by either DLA or GSA.

c. The sum of columns 5 through 9 equals the inventory identified to that project on the AMARC Aircraft and Missile Activity and Status Summary Report, RCS: LOG-MM(M)

7148, unless a complete aircraft has been sold, transferred, donated, or placed in reclamation insurance type (RIT) status.

**5. Part II.** This section identifies the aircraft reclaimed during the reporting period by project, MDS, and serial number.

**6. Part III.** This section provides a narrative explanation of slippages, variance in quantities, or discrepancies from the previous report between columns of a given report.

PREPARED BY: NMT PROCEDURES BRANCH (AMARC/MAAR)

RCS: 100-111 (10) 7147

AS OF: 31 MARCH 1989

DECLARATION PROJECTION										AS OF: 31 MARCH 1969											
Mission	Project	Save List	Qty on	Qty	Maint Acft	Acft in	Qty on	Dot LV													
Design Series	Number	Due/Doc	Proj	Comp	Slip	Work	Hand	Slip Sched	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	BAL
AIR FORCE																					
D-527	RSR150	1/6/4 1/7/4	90	60		3	0		2	2	2	2	0	3							0
C-137B,C	RSC707	30/1/2 30/1/2	153	153		0	0														0
J57-21	RSR010	1/8/0 1/11/0	00	90		13	0		0	0											0
J57-19	RSR011	1/1/0 25/1/0	300	0		0	00		42	42	42	42	42	22	22	22	15	0	0	0	0
WMT1000	RSR013	20/4/0 20/4/0	445	130		10	0		10	0	10	0	10	10	10	0	0	0	10	10	205
WMT100A	RSR014	1/7/0 1/7/0	124	25		0	7		4	0	0	0	4	4	4	0	0	0	0	0	70
O-2A	RS0000	5/5/0 5/5/0	10	10		0	0														0
Y-33A	EST033	20/7/7 20/7/7	73	1		7	05		11	30	10	0	0								0
Y-33A	EST034	1/7/0 1/7/0	10	0		0	10														10
Y-4C	EST140	30/1/0 30/1/0	25	21		4	0		0	0	0										0
Y-30A	EST000	1/7/0	72																		72
NAVY																					
YS-2A	ESP103	NR	1	0		0	1														1

RCS: LOG-MM(M) 7147  
AS OF: 31 MARCH 1989

## PART II

The following aircraft/engines/missiles completed parts removal in Mar 88.

B-52F RSB158	C-137B,C RSC707	J57-21 RSE610	
57000175	99020058	99018840	PW605152
57000031	99018913	99018914	PW604822
57000046	99018918	99020064	FD602998
	99019224	99018336	PW604801
	99018916	99019237	PW626126
	99020024	99018834	PW605647
	99018408	99020089	PW606165
	99018406	99018833	PW604244
	99018981	99018690	FD603097
	99018982	99018691	FD603555
	99018764	99020065	PW626939
	99020059	99019693	PW625747
	99019699	99018953	FD60289
	99020019	99020066	PW607412
	99018409	99019034	PW606567
	99018983	99020062	PW606809
	99018984	99018915	FD603766
	99019225	99019383	PW608198
	99018407	99020067	PW604469
	99020018	99019697	PW607173
	99019698		FD602779
	99018836		FD603641
F-4C RSF148	OV-1B,C ARP064	OH-58A ARPO66	
63007650	60003760	69016167	
63007685	61002710	68016976	
	59002628	68016725	
	66018883		
	62005892		
	59002623		

RCS: LOG-MM(M) 7147  
AS OF: 28 APRIL 1989

## PART III

RSB158 - ONE (1) B52F schedules to complete reclamation in April completed as scheduled although a completion was not taken due to paperwork not being processed prior to the end of month.

RSB163 - Project established per AFLC LOC/XOYS - AVDO MSG 261600Z Apr 89 and WAD 9229. Quantity on project is fifty-one (51).

RSE611 - Five(5) J57-19 engines schedules to complete reclamation in April completed as scheduled although completions were not taken due to paperwork not being processed prior to the end of month.

RSE612 - Project established per AFLC/OKLAHOMA City, Tinker Air Force Base - Letter dated 11 April 89.

RSE609 - Project established per AFLC/OKLAHOMA City, Tinker Air Force Base - Letter dated 11 April 89.

RSE613 - Project established per AFLC/OKLAHOMA City, Tinker Air Force Base - Letter dated 11 April 89.

RSMO13 - Twelve (12) missiles scheduled to complete reclamation in April completed as scheduled although completions were not taken due to paperwork not being processed prior to the end of month.

RST033 - Twelve (12) aircraft scheduled to go into work in April slipped the schedule due to aircraft undergoing radiation check. The 7147 report dated 31 March should have read Acft in work six (6) versus seven (7).

RSF148 - Two (2) F-4C aircraft scheduled to complete reclamation in April completed as scheduled although completions were not taken due to paperwork not being processed prior to the end of month.

NRP322 - One (1) C-2A aircraft scheduled to complete reclamation in April completed as scheduled although a completion was not taken due to paperwork not being processed prior to the end of month.

ARP064, ARP066 - Four (4) OV-1 aircraft and two (2) OH-58 aircraft scheduled to complete reclamation in April completed as scheduled although completions were not taken due to paperwork not being processed prior to the end of month.

**CONTENT AND USE OF THE AMARC AIRCRAFT AND MISSILE  
ACTIVITY AND STATUS SUMMARY REPORT  
(RCS: LOG-MM(M)7148)**

1. The Aerospace Maintenance and Regeneration Center (AMARC) provides a monthly report by service on the activity and status of aircraft, missiles, aircraft engines, and other major systems and equipment on their accountable records. This report provides visibility and current data on the storage, reactivation, reclamation, and disposition activities of the center. AMARC will maintain a distribution list of the recipients. The report is prepared as of the last workday of each month and forwarded to reach HQ AFLC/MMIII, ALCs MMM, and other recipients in the Army, Navy, DLA, and HQ USAF by the 15th of the following month.

2. Part I summarizes action during the reporting period by MDS, SSD, C-E System, aircraft engine, or other end item by storage, reclamation, or other project control number. It is organized under the following column headings:

a. The first four columns identify by line number, the equipment, project, and quantity being reported, and the fifth gives any additions during the reporting period. There is no generic heading for these columns.

(1) Line Number (Lin Nr). Each line entry (Proj/IFB) will be numbered sequentially in the left hand column for identification and cross-reference.

(a) When an entry requires a second line of data, it will be identified by an asterisk rather than a separate line item number.

(b) Line numbers will not be assigned to MDS subtotals and service grand totals.

(2) Mission, Design and Series (MDS). This entry identifies the items at AMARC in storage, reclamation, or for disposal.

(a) Aircraft are listed in MDS sequence by active storage reclamation projects, RIT, Museum, or analytical condition inspection (ACI) in that order. Missiles, C-E systems, engines and other end items will follow in that order.

(b) Air Force materiel is listed first with Navy, Army, Coast Guard, and other federal agencies following in sequence.

(3) Project/Invitation for Bid (Proj/IFB). The identifying number assigned to control a

designated group of aircraft during receipt, processing, storage, removal, reclamation, and ultimate disposition. It consists of a three-position alpha indicating service ownership and the purpose of the project (see attachment 10), followed by a numeric serial number.

(4) Begin Total. The number of aircraft (or other end items) assigned to the project (or line item) at the beginning of the reporting period.

(5) Arrivals (ARV). The number of aircraft or other items arriving at AMARC for the project during the reporting period. Transfers within accounts at AMARC are shown as a second line entry.

b. Services/DRMO/DPDA Departures. This generic heading is used for the next seven entries (i.e. FLT through INT SVC) which decrease the opening balances of the projects.

(1) Flight (FLT). Aircraft departing by flight according to an established withdrawal project including FMS and ACI. If necessary, a second line entry with an asterisk will identify aircraft awaiting flight. ACI aircraft remain in the second line of this column until the inspection is completed and the planes depart.

(2) Shipment (SHP). The number of aircraft or end items awaiting surface shipment in response to an established withdrawal project. If necessary, a second line entry may be used to identify units pending shipment.

(3) Sale (SAL). Number of aircraft sold without mutilation, and also the units of other property sold.

(4) Chop/Residue (CHP/RES). Aircraft carcasses destroyed and departing the base, or other project residue transferred to the DRMO.

(5) Donations (DON). Aircraft or other equipment leaving AMARC as authorized donations to approved recipients. A second line entry identified by an asterisk may be used for items pending donation.

(6) Transfers (TRF). Aircraft or other equipment leaving AMARC as transfers to other DOD or federal civilian agencies. A second line entry identified by an asterisk may be used for items pending transfer.



(7) Interservice Transfers (INT SVC). Quantities transferred to other services or the Coast Guard that remain within AMARC.

c. Services Status. This generic heading is used for the next two columns (i.e., PEND DISP and STO PROJ) which identify aircraft or equipment that remain on the service account.

(1) Pending Disposition. The number of aircraft held pending decision on their disposition by the owning service. If needed, a second line identified by an asterisk will show the quantity that has not completed in-processing and therefore can't be properly entered in its proper place.

(2) Storage Project (STO PROJ). The number of aircraft of a given MDS assigned to a specific storage project by the owning service.

d. Air Force DPD Status Reclamation/Demilitarization. This generic heading is used for the next five columns. These reflect aircraft or other equipment that have transferred from service accounts to the defense property disposal account (FR 2373) maintained by AMARC.

(1) Screening (SCR). Identifies those units being screened for other requirements through GSA.

(2) Not in Work (NOT WRK). Identifies the quantity authorized for reclamation but not yet placed in work. All aircraft held in RIT status for future requirements will appear in this column until components are being actively removed. If the aircraft had been reclaimed prior to being placed in RIT status, they will be shown in a second line entry identified by an asterisk.

(3) In Work (IN WRK). Identifies items actively being reclaimed. Aircraft in the RIT category which are subject to routine removals in conjunction with another project will also be shown in this column.

(4) Re-Reclamation (RE RCL). Reflects the number of previously reclaimed aircraft where further removals have been authorized. They will be reported in this column until all removals are complete.

(5) Awaiting Transfer to DRMO (TRAN DRMO). Reflects the number of items reclaimed and demilitarized with the recovered parts returned to supply channels or otherwise accounted for, but have not yet been returned to supply.

e. Defense Reutilization and Marketing Office (DRMO) Status. This generic heading is used for the last three columns that reflect aircraft or project residue that has transferred from service and DPD accounts to the DLA Defense Reutilization and Marketing Office (DRMO).

(1) Not Reported to DSSO (NOT DSO). These items have been turned in to the DRMO but have not yet been offered for sale to civilian dealers. A second line, identified by an asterisk, may be used for aircraft awaiting Federal Aviation Authority inspection.

(2) Reported to DSSO (RPT DSO). These items have been turned in to the DRMO and are being reported for sale.

(3) Sold (SLD). These items have been sold and are awaiting removal from the base.

3. Columns "BEGIN TOTAL" through "SLD" are totaled and sub-totaled by service of origin (i.e., Air Force, Navy, Army, Coast Guard, and other participating Federal agencies) as follows:

a. Each mission and design aircraft is sub-totaled to include all series and mission modifications of that basic design from each service.

b. An Aircraft Grand Total will be shown for each service following their last aircraft MDS entry, but before the other categories shown in paragraph 3c below.

c. A grand total by service will be shown for each of the other categories of equipment or end items reported. Specific categories are RIT, Museum, ACI, Missiles, aircraft engines, C-E systems and equipment, and other end items.

d. An aircraft final total including all items reported under paragraphs 3b and 3c will be included for each service following their last entry.

e. An AMARC total corresponding to each of the service totals designated above will follow the service entries and will include the total inventory in each category.

4. Part II consists of a narrative explanation of changes that do not track through the logical progression of the report. It will cover any status information not readily explained by the entry format, explain any line entry the computer identifies as an imbalance, and explain any delays in normal processing by AMARC.

		< SERVICES/DRMO/DPDA DEPARTURES >										< SERVICES > < AIR FORCE OPD STATUS > < DRMO > < STATUS > < RECLAMATION/RML > < STATUS >												
LIN	NR	H.D.S.	PROJ/IFR	BEGIN TOTAL	ARV	FLT	SHP	CAL	CHP	DOM	TFR	SVC	TOTAL	INT	END	PEND	STO	NOT IN RE	TRAN	NOT RPT	DRMO	DSO	DSQ	SLD
00	1	A	11A STS6A305	9									9											
			SUB-TOTAL	9									9											
	2	B	47E IFR410013										1										1	
	3	B	47E RSB699	1																				
	4	RB	47H IFR410013										1										1	
	5	RB	47H RSB699	1																				
			SUB-TOTAL	2									2										2	
00	6	B	52E KSB155	29									29										29	
	7	B	52B LOG4B100	4									4											
	8	B	52B RSB157	38									38									38		
	9	B	52B RSB163	48									48											
	10	NB	52B RSB163	1									1											
	11	B	52E RSB156	47									47									47		
	12	B	52E RSB163	1									1											
	13	NB	52E RSB163	1									1											
	14	B	52F RSB158	58									58									32	26	
	15	B	52B STV9B074	5									5											
			SUB-TOTAL	232									232									6	51	32
00																						111	29	
	16	EB	57B STT1B107	5									5											
	17	B	57C RSB162	3									3											
	18	B	57E RSB162	2									2											
	19	EB	57E LOM9B070	1									1											
	20	EB	57E LOM9B072	1									1											
	21	EB	57E RSB162	8									8											
	22	WB	57F RSB159	7									7											
	23	WB	57F STV7P105	4									4											
00			SUB-TOTAL	31									30									9	20	
	24	YC	15A STB0C063	2									2											
			SUB-TOTAL	2									2											
	25	YC	15A STB9C057	2									2											
			SUB-TOTAL	2									2											
00																								

		< SERVICES/DRMO/DPDA DEPARTURES >										< SERVICES > < AIR FORCE DPD STATUS > < DRMO > < STATUS > < RECLAMATION/DMIL > < STATUS >											
LTN	NR	M.O.S.	PROJ/IFB	BEGIN TOTAL	ARR	FLT	SHP	SAL	CHP	DDM	TFR	SVC	TOTAL	DISP	PROJ	SCR	WAK	WAK	REC	DRMO	D30	D30	SLD
07	TH	1F	ST87H100	12									12		12								
108	UH	1F	ST84H125	1									1		1								
109	UH	1F	STV7H046	1									1		1								
110	UH	1F	STV7H102	1									1		1								
111	UH	1F	STV7H104	1									1		1								
112	UH	1F	STV7H229	2									2		2								
113	UH	1P	ST87H101	4									4		4								
114	UH	1P	STV7H057	8									8		8								
115	UH	1P	STV7H101	2									2		2								
SUB-TOTAL				38									38		38								
116	CH	3E	STV7H054	1									1		1								
117	CH	3E	STV9H044	1									1		1								
SUB-TOTAL				2									2		2								
118	O	2A	LOH90577										1										
119	O	2A	R80009	11									10										
120	O	2A	STT00016	37									37		37								
121	O	2A	STT90177	46									46		46								
122	O	2A	STV60017	47									47		47								
123	O	2A	STV60115	8									8		8								
SUB-TOTAL				149									149		138								
124	T	28C	LOH9T075	1									1										
SUB-TOTAL				1									1										
125	T	33A	IFB410013										1										
126	T	33A	LO69T004	5									5		5								
127	T	33A	LO69T067	2									2		2								
128	T	33A	RST035	57									58										
129	T	33A	RST034	18									18										
130	T	33A	STT7T147	9									9		9								
131	T	33A	STT8T030	42									42		42								
132	T	33A	STV0Y058	10									10		10								
133	T	33A	STV6T132	4									4		4								
134	T	33A	STV7T001	4									4		4								
135	T	33A	STV9T020	2									2		2								
136	T	33B	RST035	15									16										
SUB-TOTAL				188									189		78								

**AFLCR 65-31      Attachment 6      11 December 1989**

29 SEP 89 AMARC DDUJA/H RES: LUG-MHCH) 714J ACFT AND MISSILE ACTIVITY AND STATUS PCN: D003AF771 2373 DATE 89272 PAGE 26

		< SERVICES/DRMO/DPDA >										< SERVICES > < AIR FORCE DPD STATUS > < DRMO >														
		< DEPARTURES >										< STATUS > < RECLAMATION/DMIL > < STATUS >														
LIN	M.D.S.	PROJ/IFB	REGIN	TOTAL	ARR	FLT	SNP	SAL	CHP	DOM	TFR	SVC	TOTAL	DISP	PROJ	SCR	WRK	WRK	REC	DRMO	DISP	DISP	SLD			
NAVY MUSEUM																										
*** GRAND TOTAL			51	51 51																						
NAVY AIRCRAFT																										
***** FINAL TOTAL			893	0	1	3 898 51 402 130 10 13 35																				
				3	1	24 20 9																				
440	UN	1H	ARPO65	27	57										42	15										
441	UN	1H	ARPS99	3																						
442	UN	1H	ASX10000	3																						
443	JUN	1H	ARPO65	4	4										4											
SUB-TOTAL			64	3 61										46	15											
444	CM	47A	ASV10000	22	22										22											
445	CM	47A	ASV40000	4	4										4											
SUB-TOTAL			26	26										26												
446	OH	58A	ARPO66	28	28										10	9	9									
447	OH	58A	ASX10000	4	4										4											
448	OH	58A	AWP080	6	6																					
449	JUN	58A	ARPO66	1	1										1											
SUB-TOTAL			39	3 33										4	10	9	10									
450	OV	1B	ARPO64	22	22										22											
451	OV	1C	ARPO64	23	23										23											
452	JOV	1C	ARPO64	1	1										1											
SUB-TOTAL			46	46										46												
ARMY AIRCRAFT																										
*** GRAND TOTAL			175	6 3 166 30 56 24 56																						
453	YC	7A	RITUSADM	1	1										1											
SUB-TOTAL			1	1										1												
454	P	10B	RITUSADM	1	1										1											
455	EP	10B	RITUSADM	3	3										3											
SUB-TOTAL			4	4										4												
456	T	20B	RITUSADM	4	4										4											

		< SERVICES/DRMO/OPDA DEPARTURES >										< SERVICES > < AIR FORCE DPB STATUS > < DRMO > < STATUS > < RECLAMATION/DMIL > < STATUS >										
LIN	NR	H.D.S.	PROJ/IFB	BEGIN TOTAL	ARV	FLT	SHP	SAL	CHP	OOM	TFR	SVC	INT	END	PEND	STO	NOT	IN	RE	TRAN	NOT	RPT
			SUB-TOTAL	4										4					4			
	457	U	ED RITUSADM	5										5								5
			SUB-TOTAL	5										5								5
			ARMY																			
			*** GRAND TOTAL	14										14					8			6
			ARMY																			
			***** FINAL TOTAL	189			6					3		180		30		64	24		56	6
100	458	HC130H	C881000U	1										1			1					
			SUB-TOTAL	1										1			1					
	459	HH 52A	CRP999	15							3			12							12	
	460	HH 52A	CSX4000U	7										7								
			SUB-TOTAL	22							3			19							12	
			COAST GUARD																			
			*** GRAND TOTAL	23							3			20							8	12
100			COAST GUARD																			
			***** FINAL TOTAL	23							3			20							8	12
			TOTAL AMARC																			
			AIRCRAFT INVENTORY	2714	31	4	9				4	4	3	2724	109	1576	326	138	279	29	66	18
					3	45	11								61		93				13	
			ANALYTICAL CONG INSPECT																			
			MISSILE INVENTORY	186	27									213		55			28		89	3
100			CEM SYSTEMS INVENTORY	239										239			239					
			PRES STUDY INVENTORY	7										7			7					
			PHOTO LAB INVENTORY	122	4									126								

**CONTENT AND USE OF RECLAMATION REQUIREMENTS STATUS REPORT**  
**(RCS: LOG-MM(M)8603)**

1. The Reclamation Requirements Status Report (RCS: LOG-MM(M)8603) is in three parts that reflect each item programmed for reclamation at AMARC by project control number. It is updated monthly from the records resident in the computer at AMARC. This report is distributed to HQ AFLC/MMIII, the managing ALC, and customers who have registered requirements against each reclamation project.

a. Part I lists every item on the project with assets still to be recovered at the beginning of the reporting period, and reflects the potential yield. It summarizes each line item to be recovered by the quantity removed, shipped, condemned, or not found during the month reported. If all action on the item is completed during the month, it is not included in part one of subsequent reports.

b. Part II is a summary of the completed activity on a project. It is prepared when all actions by AMARC have been completed for all items on a specific project. It includes the data for all items previously dropped from Part I.

c. Part III lists the cumulative record of shipments against the project and is prepared concurrently with Part I.

2. The report constitutes the save list and provides the current status for the reclamation project concerned. It is distributed to each activity involved in the project including the SPM concerned with the aircraft (or end items) reclaimed, the IMS requesting recovery of components, the ICP of other services or agencies participating in the project, and staff elements requesting the report to monitor progress of the project.

3. The complete report is used by AMARC to:

- a. Plan and control reclamation actions.
- b. Record disposition of recovered parts.
- c. Provide status of the project to all concerned.

4. It is used by the SM and IMS to:

a. Establish formal due-in records in the J041 system when the save list is initially established. (See paragraph 1-9c.)

b. Request expedited recovery or direct shipment of critical components when necessary. (See paragraph 2-4b.)

c. Anticipate the condition of items generated by the project and establish temporary work requests (AFLC Forms 206) for the repair or refurbishment of recovered components when needed. (See paragraph 1-8b.)

d. Purge the J041 and AFLC Forms 318 due-in records of all quantities that failed to generate as anticipated (i.e., those items condemned, not in acceptable condition, or not found. See paragraph 1-9c(2).)

e. Use as the basis of a save list for nonprogrammed reclamation when such an opportunity arises within 1 year. (See paragraph 3-2b.)

f. Determine whether or not Priority B reclamation requests should be established for items on the save list.

5. Part I is a consolidation by AMARC of the AFLC Forms 284 prepared by the system and inventory managers (SM/IMs) for each reclamation project. Part II provides a recapitulation of completed projects. Both parts follow the same format:

a. It is organized by requiring service with a separate section for each ICP routing identifier and page breaks by item manager designator code. Each page is in stock number sequence.

b. A three-part header on each page:

(1) Identifies the report in the top line by giving the date prepared, preparing activity, title of the report, reports control symbol (RCS), Part (1 or 2), stock record account number (SRAN, i.e., FR2373), Julian date of preparation, and page number.

(2) Gives the columnar headings for the requirements data of the asset to be recovered in the second line of the header. This information is the top line of each item entry:

Print Positions	Header Entry	Column Content
1-3	R/I	Routing identifier for the requiring ICP.
5-7	MDC	Three-position manager designator code of the requiring inventory management specialist.
10-12	DIA #	Three-position numeric due-In asset number assigned sequentially by AMARC.
15-29	STOCK NUMBER	National Stock Number (NSN) for the master item listed on the AFLC Form 284. If there is no MMC, columns 28 and 29 will be blank.
31-36	PROJECT	The assigned project number such as RST020, NRP128, ARP040.
38-40	QTY	Total aircraft on the reclamation project.
42-45	MD	Basic mission, design and series (MDS) of the aircraft on the project, e.g., C130, F-4, etc.
47-49	QPV	Quantity per vehicle, the total number of the components installed in an aircraft of the MDS on the project.
52-54	AC DIF	Aircraft Difference. Increase or decrease in the number of aircraft assigned to the reclamation project during the reporting period.
58-66	UNIT COST	Standard price for the item to be recovered.
69-70	CI	Cognizance Code Indicator (Navy only) of the item to be recovered. 1R = consumable item, 2R = investment item.
73-75	ERRC	Expendability, recoverability, repairability, category code of the item to be recovered.
78-79	URG	Urgency of requirement code; i.e., R1, R2, R3, or R4.
82	LI	Level of inspection code. "A" for items to be inspected by the ALC or TRC, "M" for items to be inspected by AMARC, "R" for determinations beyond the test capabilities at AMARC.
85	MC	Minimum Acceptable MILSTRIP condition code; i.e., A, R or F.
88-93	S ADDR	Shipping address (SRAN) for return of serviceable (A and R) components from reclamation.
96-101	U ADDR	Shipping address (SRAN) for return of unserviceable (code F) components from reclamation.
105-107	COMPL	Total aircraft on the project that have completed reclamation. All items recovered during routine reclamation that have been turned in to AMARC supply or otherwise accounted for.
112-114	IN-WK	Total number of aircraft on the project that are currently in work. Includes those from which all assets have been removed but haven't been turned in to AMARC supply or otherwise accounted for.



119-122	POTEN	The potential quantity of a component that can be anticipated from the reclamation project. The initial estimate of assets available (i.e., A/C x QPV - prior removals) is refined by applying a yield factor developed and updated based on actual generation of usable assets during the project.
125-128	DIFR	The quantity currently due-in from reclamation of aircraft which are in work. It doesn't include assets potentially available from those not yet in work. As reclamation is already in progress on this quantity, a Category B priority request would not be necessary for requirements of this amount or less.

(3) Provides the columnar headings for the activity data on the item in a third (two-line) header entry. This format applies to each of the three activity lines that can be shown for each item.

Print Position	Header Entry	Column Content
(12-23)	PRIOR TO PRJ	Results from mini save list and requests for priority removal processed before the full project was initiated.
12-16	<REML>	
19-23	<N-FND>	
27-31	INIT POTENT	Estimated assets available from the project as shown on the initial report (i.e., [total A/C X QPV]-QPV DECR).
49-52	TOT CONDM	Cumulative total of assets condemned in the course of the project.
59-60	T/NOT FOUND	Cumulative number of instances when anticipated assets weren't found on the aircraft being reclaimed.
64-67	TOT ROB	Cumulative total of assets recovered in reparable condition.
71-74	TRFR DRMO	Cumulative total of the assets recovered in unusable condition and transferred directly to disposal.
78-81	QPV DECR	The decrement or quantitative adjustment made for known differences between models, series or individual configurations of the aircraft on a project, or to discount the potential returns from aircraft that were completed prior to the addition of a late requirement, etc.
85-88	OTHER REMVL	Removals and turn-in of assets from aircraft assigned to the project that are not in support of the project.
(91-103)	TURN IN	Assets by condition recovered through the reclamation project and turned in to AMARC supply for return to AFLC stocks.
91-93	A	Quantity determined serviceable by AMARC.
96-98	F	Quantity determined reparable by AMARC.
101-103	R	Quantity requiring further depot inspection to verify condition.
(106-118)	SHIPPED	Assets by condition recovered through the reclamation project and passed to base transportation for shipment as directed by the IMS or save list.
106-108	A	Quantity determined serviceable by AMARC.
111-113	F	Quantity determined reparable by AMARC.
116-118	R	Quantity requiring further depot inspection to verify condition.
119-122	DIA ADJ	Due-In Asset Adjustment based on the total assets potentially available less known removals times the yield factor plus that quantity already turned in. (a) The initial report will not show a beginning balance. On all subsequent reports, the beginning balance will be the closing balance from the previous report. (b) The monthly activity line is the difference, either a plus

or minus, between the opening and closing balances.

(c) The ending balance is determined by multiplying the quantity potentially available from the project by the yield factor after it is updated to reflect the experience from the current month. The resulting product is compared to the total requirement submitted by the IMS and the lesser of the two is entered as the ending DIA ADJ.

#### 126-129 YIELD FACT

The yield factor is the ratio of acceptable assets found to the total assets anticipated to be available (i.e., total turned in divided by the sum of turn-ins, items condemned, and items not found. In the initial phase of the project when recovery experience is limited, a weighted factor is used).

c. Following the header, each NSN on the save list will be listed in NSN sequence in the following format:

(1) Requirements data for the item as identified in the second line of the header in paragraph 2b(2) above.

(2) An additional entry (not identified in the header) will appear in the actual item report immediately after the requirements data. It consists of the following entries:

Print Position	Entry	Column Content
10-25	DOC NBR	The basic document number used to ship assets recovered through the project. It consists of SRAN FB2373, Julian date the save list began, an ownership code (1 = AF, 3 = Navy, 5 = DLA, and 7 = Army), and the DIA number.
58-63	INITIAL TOTAL REQMT	The total requirement from the AFLC Form 284 prepared by the IMS requesting recovery of the component. Once established, this number will change unless the requirement is canceled.
88-92	CURRENT TOTAL REQMT	An adjusted requirement based on the master save list retained in the AMARC computer and revised with each changed or additional requirement for the NSN regardless of the reclamation project concerned. This permits recovery of assets against all valid and current needs.
118-122	CURRENT UNSER REQMT	The total assets that can be accepted in a reparable condition based on the master save list retained in the AMARC computer.

(3) Three lines of activity data in the format of the third section of the header given in paragraph 2(b)(3) above. Each item will show a three-line entry under each columnar heading, a beginning balance, the current month's activity, and a closing balance.

(a) The beginning balance (BEG BAL) is the ending balance line from the report of the previous month. This line is normally omitted for initial reports or new additions to the save list.

(b) The ACTIVITY line reports all shipments during the month by condition.

(c) The ending balance (END BAL) reflects the potential yield, condemned, not found and shipments of the NSN as of the closing day of the reporting period.

(d) When the quantities shipped in all conditions equals the adjusted due in quantity, the item will be dropped from subsequent reports. The data on the NSN is retained in the computer for preparation of Part II of the report.

6. Part II of the report is prepared when all items on the reclamation project have been completed. It will be in the same format as Part I, with the ending balance from the last report of each NSN in Part I shown as the activity line. The potential quantity will equal the quantity actually shipped. In addition, the total units shipped and extended dollar values by condition code will be summarized by manager designator, ICP routing identifier, and service.

7. Part III of the report is the Routine Reclamation Shipment History. It is updated concurrently with Part I and provides the following information:

Column Heading	Column Content
Project Number	Identifying reclamation project number assigned to the program.
RID	Routing identification code of the requesting ICP.
MDC	Manager designation code of the controlling IMS.
SHIPPING DOCUMENT NR	MILSTRIP document number consisting of the SRAN of the originating activity, FB2373, Julian date the save list began, service ownership (i.e., 1 = AF, 3 = Navy, 5 = DLA, and 7 = Army), and the due-in asset number.
SUF CDE	Document suffix assigned by the AMARC computer.
STOCK NUMBER	NSN shipped on this document and suffix number.
UI	Unit of issue for the NSN.
QTY SHIPPED	Number of assets shipped on this NSN, document and suffix number.
MMC	Condition code (A, F, or R) of the material in this shipment.
SHP PRI	Supply priority of the shipment.
SHIP TO ADDRESS	SRAN to which the materiel was shipped.
DATE AVAIL	Date the shipping document was created.
DATE SHIP	Date the materiel was released to transportation.
MODE SHIP	Carrier or method of transportation used.
TRANSPORTATION SHIPPED DATA	Information provided by the transportation office.
ICP FUP	Followup, if any, by the ICP.

22 OCT 87 AMAC SYST DOCSA RECLAMATION REQUIREMENTS STATUS REPORT RCB: L06-PH(R)B60J PART 1 2373 DATE 7295 PAGE 5

R/I	HDC	DIA	STOCK NUMBER	PRDJ	STY	HD	GPU	AC	DIF	UNIT	CDST	CI	ENRC	URG	LI	PC	S	ADDR	U	ADDR	COMPL	IN-WK	POTEN	DIFR			
												<PRIOR TO PRJ> <INIT> <YD1> <Y/NOT> <YD1> <YTRF> <CPV> <OTHR> TURN IN < SHIPPED <DIA <YIELD <ENHVL> <N-FND> <POTENT> <CONDID> <FOUND> <CRDS> <CPDD> <DECR> <ENHVL> A F RC A F R <ADJ <FACT.															
FP1	0044	2840009928191RW	RBE064	012	T056	001	000	63,308.20	IN	XB3	R1	A	R	FB2059	FB2059	012	000	0012	0000								
DOC NBR: FB2273 5129 1044												INITIAL TOTAL REQMT > 0 CURRENT TOTAL REQMT > 0 CURRENT UNSEK REQMT > 0															
FP2	0032	2840010048833RW	RBE064	012	T056	001	000	91,405.00	2R	XD2	R2	M	F	FB2059	FB2059	012	000	0012	0000								
DOC NBR: FB2273 5129 1032												INITIAL TOTAL REQMT > 0 CURRENT TOTAL REQMT > 0 CURRENT UNSEK REQMT > 0															
FP2	0028	2840010057108RW	RBE064	012	T056	001	000	64,508.00	2R	XD2	R3	A	R	FB2059	FB2059	012	000	0012	0000								
DOC NBR: FB2273 5129 1028												INITIAL TOTAL REQMT > 12 CURRENT TOTAL REQMT > 12 CURRENT UNSEK REQMT > 2															
FP2	0023	2840010061117RW	RBE064	012	T056	002	000	9394.43	2R	XD2	R1	M	F	FB2059	FB2059	012	000	0024	0000								
DOC NBR: FB2273 5129 1023												INITIAL TOTAL REQMT > 0 CURRENT TOTAL REQMT > 0 CURRENT UNSEK REQMT > 0															
FP2	0033	2840010322964RW	RBE064	012	T056	001	000	913,217.31	2R	XD2	R1	A	R	FB2059	FB2059	012	000	0011	0000								
DOC NBR: FB2273 5129 1033												INITIAL TOTAL REQMT > 7 CURRENT TOTAL REQMT > 12 CURRENT UNSEK REQMT > 4															
FP2	0034	2840010492891RW	RBE064	012	T056	001	000	96,377.00	2R	XD2	R1	M	F	FB2059	FB2059	012	000	0012	0000								
DOC NBR: FB2273 5129 1034												INITIAL TOTAL REQMT > 0 CURRENT TOTAL REQMT > 0 CURRENT UNSEK REQMT > 0															
FP2	0072	2840010516394RW	RBE064	012	T056	001	000	857.93	IN	XB3	R1	A	R	FB2059	FB2059	012	000	0012	0000								
DOC NBR: FB2273 5129 1072												INITIAL TOTAL REQMT > 0 CURRENT TOTAL REQMT > 0 CURRENT UNSEK REQMT > 0															
FP2	0007	2840010781714RW	RBE064	012	T056	001	000	91,333.08	2R	XD2	R1	A	R	FB2059	FB2059	012	000	0002	0000								
DOC NBR: FB2273 5129 1007												INITIAL TOTAL REQMT > 7 CURRENT TOTAL REQMT > 12 CURRENT UNSEK REQMT > 12															
BEG BAL												0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
ACTIVITY												0	10	0	0	0	0	0	0	0	1	1	0	0	0	0	
END BAL												0	0	12	0	10	0	0	0	0	0	1	1	0	0	0	2
FP2	0008	2840010877728RW	RBE064	012	T056	001	000	97,020.00	2R	XD2	R1	A	R	FB2059	FB2059	012	000	0012	0000								
DOC NBR: FB2273 5129 1008												INITIAL TOTAL REQMT > 7 CURRENT TOTAL REQMT > 12 CURRENT UNSEK REQMT > 8															

22 OCT 67 AMARC SYST D003A ROUTINE RECLAMATION SHIPMENT HISTORY RCB: L06-PH(M)18603 PART J 2373 DATE 7295 PAGE 6															
PROJECT NUMBER	RID	MDC	SHIPPING DOCUMENT NBR	SUF CDE	STOCK NUMBER	UT	QTY SHIPPED	MCC	SHIP PRI	SHIP TO ADDRESS	DATE AVAIL	DATE SHIP	MODE SHIP	TRANSPORTATION SHIPPED DATA	ICP FUP
RSE064	FPZ		FB237351291001	A	2840000632929RW	EA	6	D	13	FB2059	87160	87177	B	8237351291001AY	
RSE064	FPZ		FB237351291001	B	2840000632929RW	EA	3	F	13	FB2059	87160	87177	B	8237351291001B1	
RSE064	FPZ		FB237351291001	C	2840000632929RW	EA	1	R	13	FB2059	87196	87203	N	8237351291001CX	
RSE064	FPZ		FB237351291001	D	2840000632929RW	EA	1	F	13	FB2059	87196	88720	N	8237351291001DX	
RSE064	FPZ		FB237351291001	E	2840000632929RW	EA	1	R	13	FB2059	87215	87222	N	8237351291001EX	
RSE064	FPZ		FB237351291002	A	2840001307804RW	EA	1	F	13	FB2059	87187	87200	N	8237351291002AX	
RSE064	FPZ		FB237351291002	B	2840003702884RW	EA	1	D	13	FB2059	87188	87203	N	8237351291002BX	
RSE064	FPZ		FB237351291002	C	2840003702884RW	EA	2	F	13	FB2059	87188	87202	N	8237351291002CX	
RSE064	FPZ		FB237351291002	D	2840000724632RW	EA	1	F	13	FB2059	87216	87226	N	8237351291002DX	
RSE064	FPZ		FB237351291004	A	2840006073486RW	EA	7	D	13	FB2059	87155	87181	N	8237351291004AX	
RSE064	FPZ		FB237351291004	B	2840006073486RW	EA	4	D	13	FB2059	87188	87200	N	8237351291004BX	
RSE064	FPZ		FB237351291005	A	2840009285058RW	EA	4	D	13	FB2059	87188	87200	N	8237351291005AX	
RSE064	FPZ		FB237351291005	B	2840009285058RW	EA	1	F	13	FB2059	87188	87200	N	8237351291005BX	
RSE064	FPZ		FB237351291006	A	2840009874053RW	EA	7	D	13	FB2059	87155	87188	N	8237351291006AX	
RSE064	FPZ		FB237351291006	B	2840009874053RW	EA	4	D	13	FB2059	87188	87204	N	8237351291006BX	
RSE064	FPZ		FB237351291006	C	2840011302594RW	EA	1	R	13	FB2059	87226	87239	B	8237351291006CX	
RSE064	FPZ		FB237351291007	A	2840009071783RW	EA	2	D	13	FB2059	87188	87239			
RSE064	FPZ		FB237351291008	A	2840000659472RW	EA	1	D	13	FB2059	87155	87182	N	8237351291008AX	
RSE064	FPZ		FB237351291008	B	2840000830333RW	EA	4	D	13	FB2059	87155	87182	B	8237351291008BX	
RSE064	FPZ		FB237351291008	C	2840000659472RW	EA	1	D	13	FB2059	87187	87206	N	8237351291008CX	
RSE064	FPZ		FB237351291008	D	2840010877728RW	EA	2	D	13	FB2059	87187	87206	N	8237351291008DX	
RSE064	FPZ		FB237351291008	E	2840010877728RW	EA	1	F	13	FB2059	87186	87204	N	8237351291008EX	
RSE064	FPZ		FB237351291008	F	2840000830333RW	EA	2	F	13	FB2059	87188	87204	N	8237351291008FX	
RSE064	FPZ		FB237351291008	G	2840000830333RW	EA	1	F	13	FB2059	87222	87243	N	8237351291008GX	
RSE064	FPZ		FB237351291009	A	28415007390923RW	EA	1	F	13	FB2059	87160	87185	N	8237351291009AX	
RSE064	FPZ		FB237351291009	B	28415003741020	EA	6	D	13	FB2059	87187	87202	N	8237351291009BX	
RSE064	FPZ		FB237351291009	C	28415007390923RW	EA	5	D	13	FB2059	87187	87204	N	8237351291009CX	
RSE064	FPZ		FB237351291010	A	28415010419238RW	EA	6	D	13	FB2059	87160	87189	N	8237351291010AX	
RSE064	FPZ		FB237351291010	B	28415010419238RW	EA	6	D	13	FB2059	87187	87202	N	8237351291010BX	
RSE064	FPZ		FB237351291011	A	4320000127080RW	EA	7	D	13	FB2059	87161	87185	N	8237351291011AX	
RSE064	FPZ		FB237351291011	B	4320000127080RW	EA	5	R	13	FB2059	87195	87214	N	8237351291011BX	
RSE064	FPZ		FB237351291012	A	4320006533869RW	EA	8	D	13	FB2059	87161	87182	N	8237351291012AX	
RSE064	FPZ		FB237351291012	B	4320006533869RW	EA	4	R	13	FB2059	87195	87200	N	8237351291012BX	
RSE064	FPZ		FB237351291013	A	4810007123739RW	EA	5	D	13	FB2059	87161	87189	N	8237351291013AX	
RSE064	FPZ		FB237351291013	B	4810010800471RW	EA	1	D	13	FB2059	87161	87185	B	8237351291013BX	
RSE064	FPZ		FB237351291013	C	4810005954797RW	EA	1	R	13	FB2059	87195	87214	N	8237351291013CX	
RSE064	FPZ		FB237351291013	D	4810007123739RW	EA	3	R	13	FB2059	87195	87214	N	8237351291013DX	
RSE064	FPZ		FB237351291013	E	4810010800471RW	EA	2	R	13	FB2059	87195	87214	N	8237351291013EX	
RSE064	FPZ		FB237351291014	A	2840000104551RW	EA	1	F	13	FB2059	87154	87188	N	8237351291014AX	
RSE064	FPZ		FB237351291014	B	2840008788704RW	EA	9	D	13	FB2059	87156	87182	N	8237351291014BX	
RSE064	FPZ		FB237351291014	C	2840000104551RW	EA	14	D	13	FB2059	87187	87206	N	8237351291014CX	
RSE064	FPZ		FB237351291014	D	2840000549861RW	EA	2	D	13	FB2059	87187	87206	N	8237351291014DX	
RSE064	FPZ		FB237351291014	E	2840008788704RW	EA	13	D	13	FB2059	87188	87214	N	8237351291014EX	

**PREPARATION OF SUPPLEMENTAL DATA FOR END ITEM  
RECLAMATION STATUS INFORMATION  
(Suggested standard format for internal ALC use)**

1. Supplemental data for end item reclamation will be prepared quarterly by the reclamation program control officer (RPCO) to reflect the reclamation of equipment items and recoverable spares by the ALC. It is used to control end item reclamation and provide information for the Materiel Utilization Control Office (MUCO) Status Report, RCS: LOG-MM(AR)8501.

2. The heading consists of the ALC, title, and the date of preparation. The information may be accumulated on either a standard general purpose form or a computer generated spreadsheet. It will consist of eight columns and be in five sections. Each end item for reclamation will be listed by NSN or SSD in the appropriate section and all applicable columns completed.

3. Column Headings:

Column	Title	Content
A	ITEM COUNT	Items to be numbered consecutively within each section.
B	NSN	The national stock number assigned the end item to be reclaimed.
C	LOCATION	Indicates location where reclamation will be accomplished; i.e., ALC, AMARC, or contractor.
D	QTY	Number of end items to be reclaimed.
E	PROJ	Control number, if any, assigned to the reclamation (e.g., workorders).
F	RECL VALUE	Value of the item to be reclaimed.
G	SAVE LIST VALUE	Total value of the items to be recovered as shown on the AFLC Form 285.
H	DATE	Date of action that placed the item in the section designated.

4. Report sections:

Section	Title	Content
A	ON HAND AWAITING WORK	The quantity of an NSN placed in condition code P pending issue on work order for reclamation or held for preparation of a save list.
B	ON HAND IN WORK	The quantity of an NSN issued to maintenance or contractor for work. Includes those where work is complete but recovered components and residual scrap is yet to be turned in to supply and the DRMO.
C	COMPLETED BY MAINTENANCE	Quantity of an NSN where all available components have been recovered and returned to supply and the residue turned in to the DRMO.
D	ISSUED TO OTHER AGENCIES	End item transferred for use by another agency, no longer available for reclamation.
E	RECLAMATION CANCELED	Work terminated and the end item withdrawn as the components are no longer needed.

SUGGESTED FORMAT

SUPPLEMENTAL DATA FOR END ITEM RECLAMATION STATUS INFORMATION							
				30 June 88			
ITEM COUNT	NSN	TYPE RECL	RECL QTY	TURN-IN DOC NO.	TURN-IN \$ VALUE	SAVE LIST \$ VALUE	DATE
	On hand awaiting work:						
	2840-00-065-2929RW	R	30	N/A	165,174	2,269,014	31 Jan 87
	On hand in work:						
	None						
	Completed:						
	None						
	Issued Other Agency:						
	None						
	Cancelled:						
	None						

AF FORM 3132  
SEP 77

GENERAL PURPOSE (10 1/2" X 8")

**RECLAMATION REFERRAL TRANSACTION RECORD**

Each service initiating a programmed reclamation project will advise the inventory control points of the other services of the potentially available assets. Reclamation referrals in the following format will be prepared for each investment NSN normally found in the reclaimed equipment and distributed through the Defense Automatic Address System. Guidance is contained in chapter V of DOD 4160.21-M.

<b>Column</b>	<b>Content</b>
1-3	Document Identifier Code (DIC): JRA: If Master National Stock Number (NSN)
4-6	Routing Identification Code (RIC) of addressee.
7	Media and Status: Constant 0.
8-22	National Stock Number (NSN) of component.
23-24	Unit of Issue.
25-29	Quantity potentially available on the project.
30-43	Document Number.
44-48	Number of end items being reclaimed.
49-56	Blank. For JRC: NIIN of master item.
57-59	Reclamation Control Number.
60-62	RIC of the reclaiming activity.
63-66	Blank.
67-69	RIC of the originating activity.
70-80	For JRA: End item (i.e., MDS, TMS, SSD, or NIIN) being reclaimed.



## STORAGE PROJECT CONTROL CODES

	Air Force	Navy	Army	Coast Guard
Aircraft Storage				
Hold, inviolate storage:	STS	NCS <sup>1</sup>		
High probability of withdrawal	STV	NCV		
Low probability of withdrawal	STW			
Hold for FMS requirement	STT	NCT		
Excess awaiting disposition	STX	NSX	ASX	CSX
Museum aircraft	AFM	NAM		
Reclamation Projects:				
Aircraft:	RS_ <sup>2</sup>	NRP	ARP	CRP
Engines:	RSE	NRE	ARE	CRE
CEM:	RAD Missile:		RSM	
Invitation for Bid: (DRMO account)	IFB	IFB	IFB	IFB
Preparing for FMS:	FMS	NWS	AWS	
Reclamation Insurance Type:	RIT	RIT	RIT	RIT
Special Project:	LOG <sup>3</sup>			

## Notes:

1. Navy storage codes use the second alpha "C" to indicate aircraft retained on active inventory records for contingency use or "S" to indicate stricken from active records.
2. Air Force reclamation codes use the third alpha to indicate aircraft type, e.g., "B" for bomber, "C" for cargo, "F" for fighter, etc.
3. Other codes to identify use by other agencies are possible.

**AFLC RECLAMATION REPORTS**

Reclamation Requisition (AFLC Form 284)	RCS:LOG-MM(AR)7137
Reclamation Projection Report	RCS:LOG-MM(M)7147
AMARC Aircraft and Missile Activity and Status Summary Report.	RCS:LOG-MM(M)7148
CEM Removed/Missing Item Report	RCS:LOG-MM(M)7744
Data for Engines Installed on Excess Aircraft	RCS:LOG-MM(AR)7759
*Materiel Utilization Control Office (MUCO) Status Report	RCS:LOG-MM(AR)8501
*Stored Aircraft Assets Report	RCS:LOG-MM(Q)8601
Reclamation Requirements Status Report	RCS:LOG-MM(M)8603

\*NOTE: These reports, while not reclamation reports per se, are closely linked with the reclamation program. For program continuity, they are listed here. RCS:LOG-MM(AR)8501 is prescribed by AFM 67-1, volume III, part one, chapter 9. RCS:LOG-MM(Q)8601 is prescribed by AFLCR 65-9.

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HQ AFMC(P) WRIGHT PATTERSON AFB OH//LG//

AIG 9427//MSIPD/IMPD//

ZEN 2750MSSQ WRIGHT PATTERSON AFB OH//MSIPD//

UNCLAS

SUBJ: INTERIM MESSAGE CHANGE 92-2 TO AFLCR 65-31, 11 DEC 89

1. THIS IMC 92-2 REPLACES IMC 92-1, HQ AFLC/LGSI MSG, 131710Z FEB 92.

2. EFFECTIVE 1 JUL 92 AFLCR 65-31 BECOMES AFMCR 65-31. ALL REFERENCES TO AFLC BECOME AFMC EFFECTIVE 1 JUL 92.

3. IN ADDITION, PRESCRIBED AFLC FORMS WILL BECOME AFMC FORMS ON THE ABOVE DATE. THE FORMS ARE:

AFLC FORM 284 BECOMES AFMC FORM 110

AFLC FORM 285 BECOMES AFMC FORM 111

AFLC FORM 206 BECOMES AFMC FORM 206

AFLC FORM 318 BECOMES AFMC FORM 314

PLEASE ANNOTATE THESE CHANGES IN PARAGRAPH 2 AND 3 ACCORDINGLY.

4. QUESTIONS MAY BE DIRECTED TO ROD FINK, HQ AFLC/LGSI-2, DSN 787-6681.

FINK, R., LGSI-2, 76681  
IMC31-1.WPF

SIGNED

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ARNOLD J. KAMPE, Col, USAF  
AFMC(P).LG